

ATLANTIC FISHERMAN

VOL. IX

Registered U. S. Patent Office
NOVEMBER, 1928

No. 10

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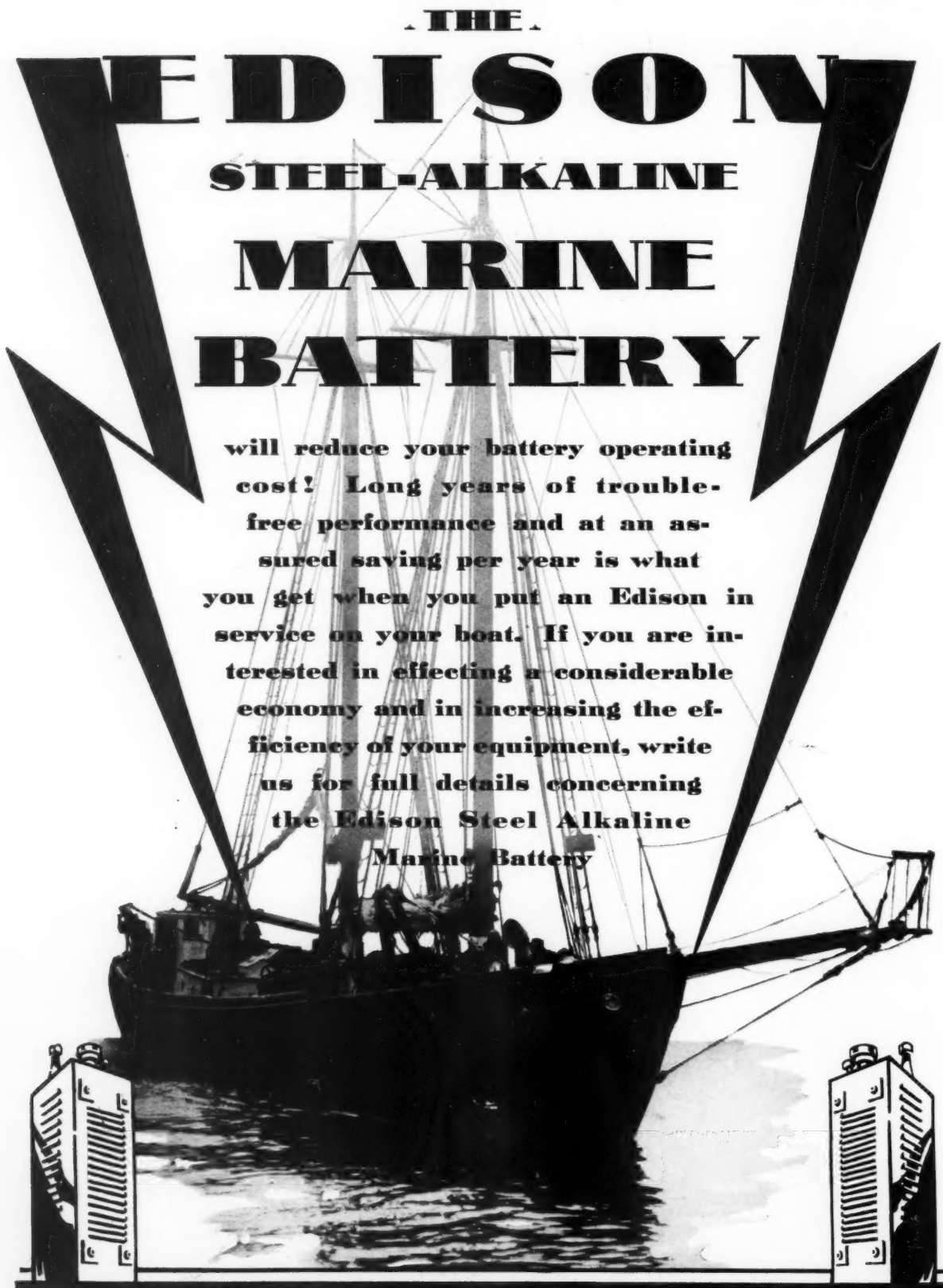
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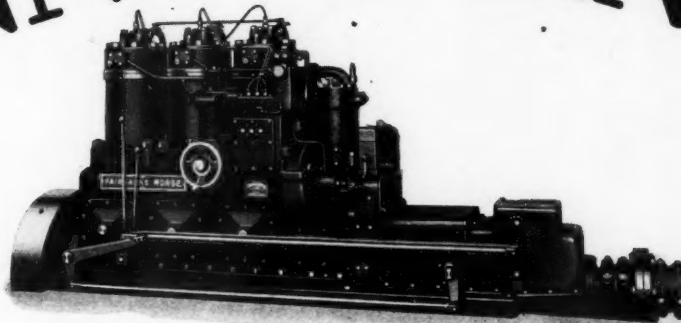
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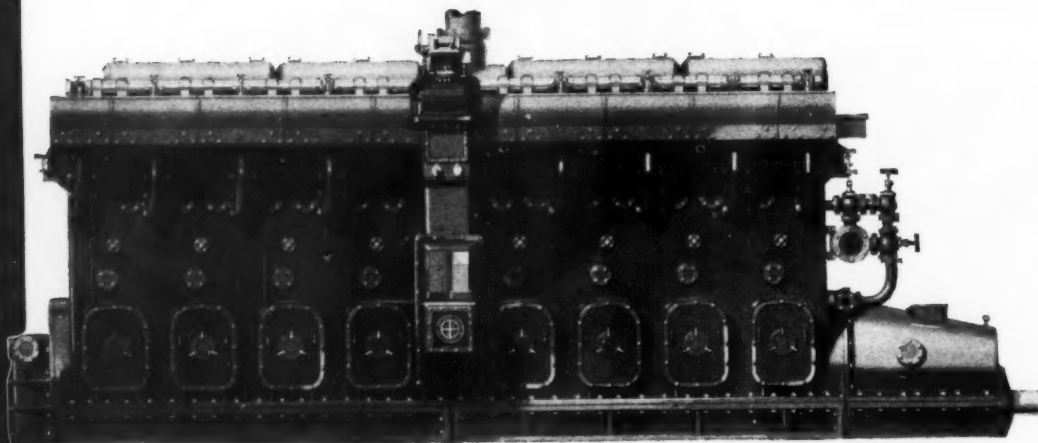
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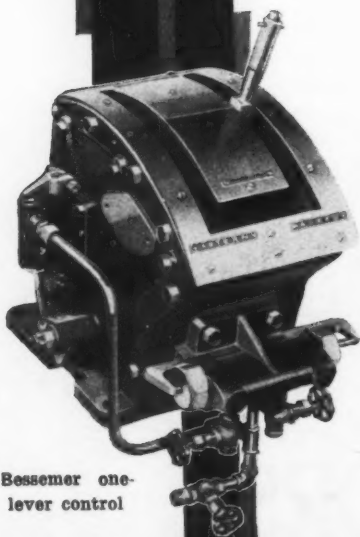
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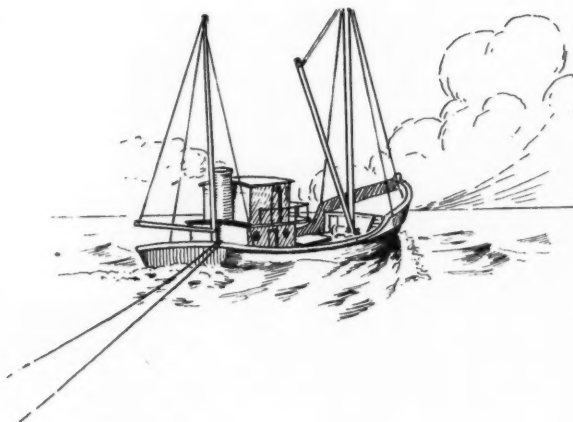
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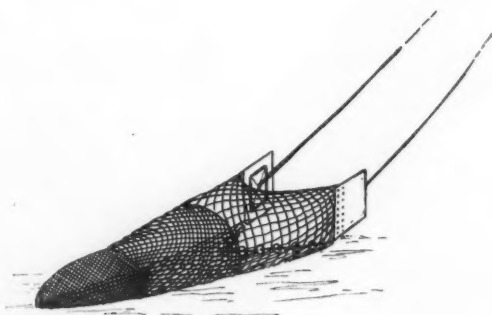


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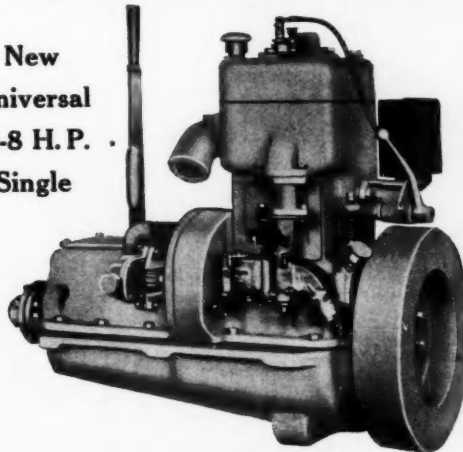
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THE ELECTRIC STORAGE BATTERY COMPANY
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Electric Plants, Industrial Engines, Pumping Units



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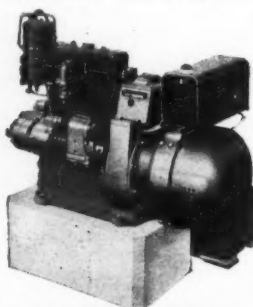
2 have shipped as passengers but 3 must work their way

FIVE Kohler Electric Plants are Pole-ward bound with Commander Byrd. Two 2-K.W.'s are snugly crated: their day will come when they are sledged over the Antarctic ice to the base camp—to light living quarters, machine shop, and store house, and power the radio sets that will maintain communication with the eagerly waiting world.

The other three plants are working their way, now. A 5-K.W. unit on the flagship City of New York and two 2-K.W. plants on the supply ship Chelsea have been given the important job of furnishing auxiliary light and power, supplementing the ships' generators.

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Find out about the Kohler model that meets *your* exacting requirements. The coupon below will bring full information and convincing evidence.



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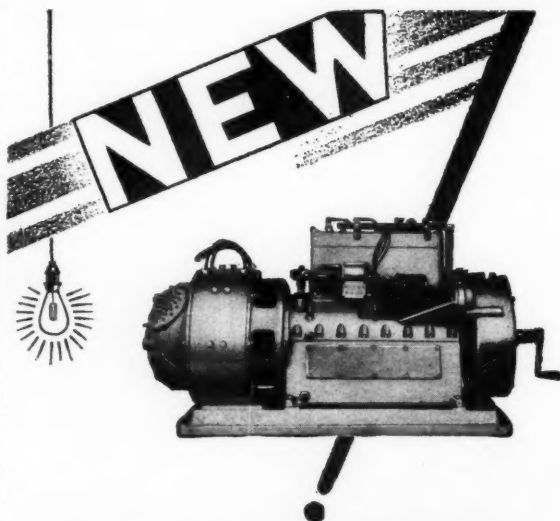
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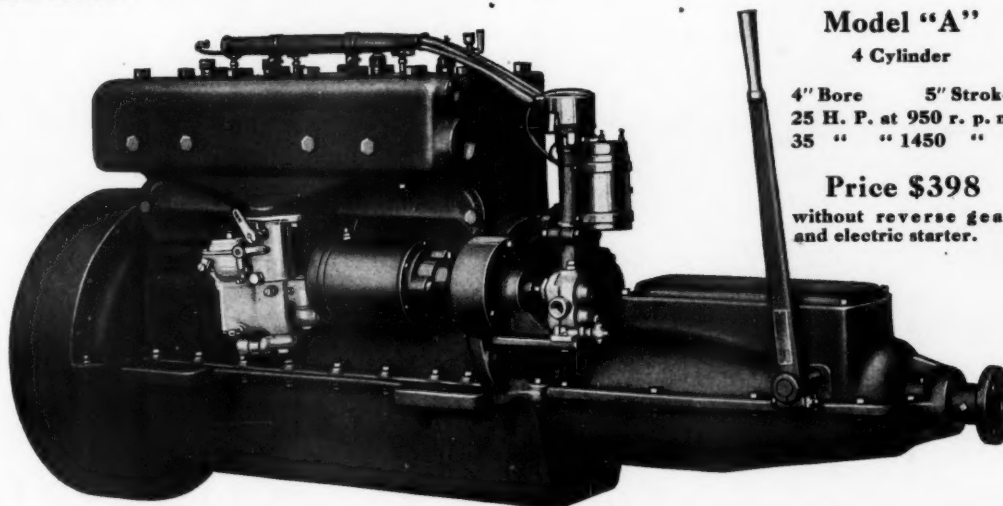
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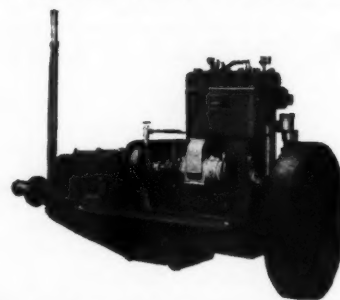
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The purpose of the ATLANTIC FISHERMAN is to be a factor in the industrial growth of the commercial fisheries. To this end, the magazine is dedicated to the prime factors, in effect the creators, of the industry—fish producers, men who either fish themselves or who are instrumental in production through immediate interest in floating property.

The ATLANTIC FISHERMAN serves its readers by discussing fishery topics; by presenting new methods, gear and designs by being sufficiently interesting to afford relaxation from the strain undergone by those who follow the sea.

While we realize that successful re-handling and re-selling are vital to producers, experience shows that the division between distribution and production is so distinct in the fishing industry that it is impossible to serve both faithfully. Therefore, the ATLANTIC FISHERMAN is published exclusively for producers—captains, owners and crews of fishing craft.

ATLANTIC FISHERMAN

Registered U. S. Patent Office

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Save "Old Ironsides"

By Philip Andrews, Rear Admiral, U. S. N.

Probably every reader has heard of the nation-wide patriotic campaign to restore the Frigate "Constitution". But, has everyone contributed? Over \$554,000 have been raised through popular subscription; \$230,000 are required, and your help is needed to complete the fund. Prints of Gordon Grant's ten-color painting, "Old Ironsides" are for sale at 50 cents each, and souvenirs made of materials removed from the original hull of the famous ship are being sold at various prices, in order to raise the money. Join the patriotic army that is boosting this cause; send in your contributions and orders to "Old Ironsides", Navy Yard, Boston, Mass., where all inquiries will be cheerfully answered.

TODAY in dry dock at the Navy Yard in Boston, within sight of the Bunker Hill Monument, lies the noble frigate *Constitution*, whose "iron sides" shielded and protected our young and struggling nation at one of the most critical periods in her history. No ship more justly deserves a place in the affections of a country than does this champion of our liberty and our rights. "Old Ironsides" has sent forth her call to all the land; Americans are answering and repaying their just debt of gratitude to this famous ship. In the very same dry dock that she christened in 1833, within a stone's throw of the site of her first launching, she is being completely rebuilt from truck to keel.

"Old Ironsides" has never known defeat, altho she bears scars of forty-two battles. In 1798 she helped to clear the West Indies and our coast line of French privateers.

In 1803-05, she bombarded the forts at Tripoli, dictating peace without tribute to the Barbary States. In the War of 1812, she won a succession of victories over the British fleet, increasing our prestige abroad, and inspiring at home a greater

faith in the new republic. "Old Ironsides" stood invincible against the great English navy and fought for our independence on the sea as, two generations before, the colonists had fought for it on land. She more than any other vessel was instrumental in exploding the boast made by a British poet of that period: "The winds and seas are Britain's wide domain and not a sail without permission spreads."

Her remarkable escape from the British squadron off the coast of New Jersey in July of 1812,

the destruction of the *Guerriere*, the capture of the *Java*, the *Cyane*, and the *Levant*, make pages of romantic reading in



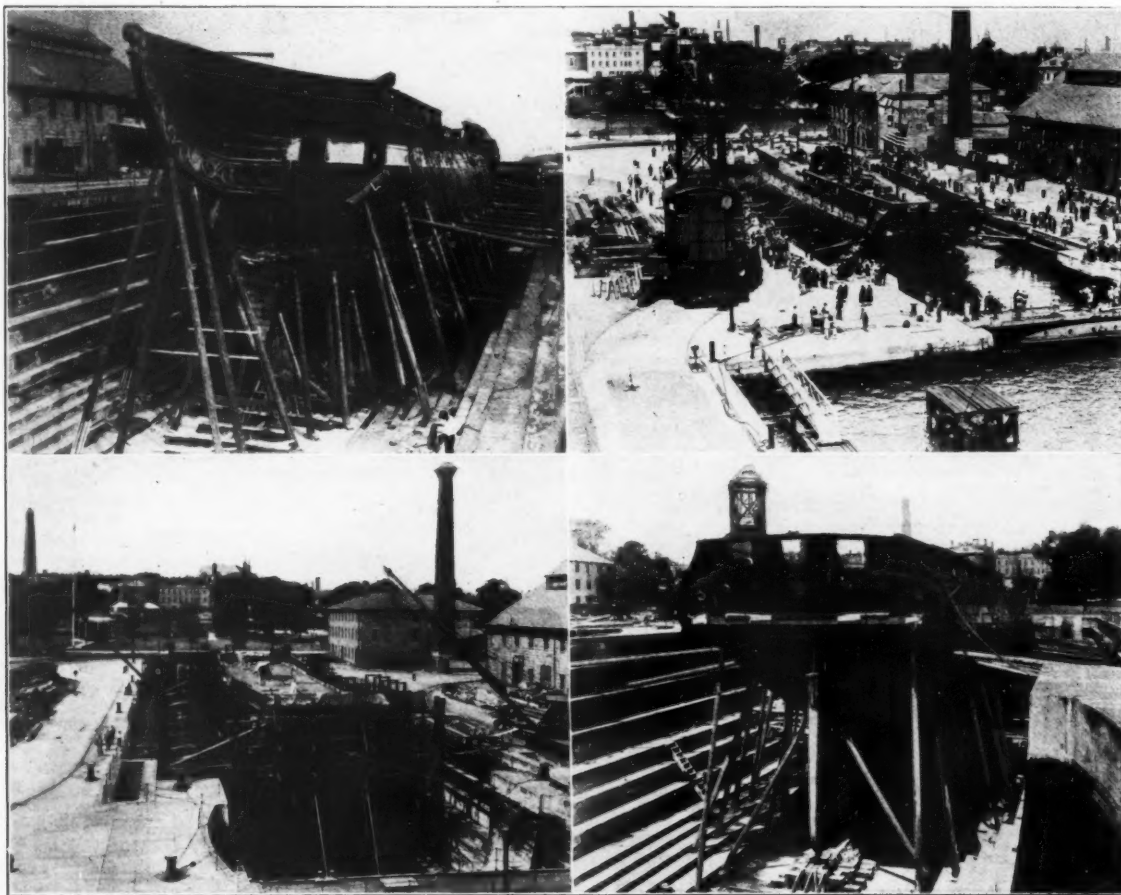
The Frigate "Constitution" as she will look when restored. From the painting by Gordon Grant, the original of which will hang in the White House.

the history of our country. Her conquests not only established the Declaration of Independence a fact in 1812; they did more. The normal effect of her victories upon the country, serving to unite opposing factions and territories in a feeling of national pride and unity of purpose, can not be overestimated. Staunch as her great name, the *Constitution* was almost a navy in herself. Ever invincible, she is now the proud possessor of a fighting record that has never been equalled by any single ship in the history of any navy in the world.

"Old Ironsides" has always been a lucky ship. "Save" seems to be a by-word in her long and eventful history. In 1830, when she was condemned by a board of Naval Commissioners and ordered to be broken up and sold, it was pub-

against this sacrilege, Congress authorized the expenditure of a nominal sum to repair the ship. Only repairs to the upper works were made.

Once again the people of America are helping the cause to save "Old Ironsides". In 1925 this famous old ship was falling into a state of decay which threatened her entire destruction. A survey of her condition revealed the fact that it was necessary to completely rebuild her, as temporary repairs such as had been made from time to time in former days would no longer save her. It was in March, 1925 that Congress authorized the restoration of the vessel. Necessary funds for the work were not appropriated, however, but contributions were authorized, as it was considered a beautiful exhibition of patriotism on the part of the American people



The Constitution in the dry dock that she christened in 1833. She was the first ship to enter it.

As she looks today, undergoing rehabilitation. The work is now 40% completed.

"Old Ironsides" entering drydock June 16, 1927, to take a new lease on life.

Rebuilding from truck to keel, to be a permanent memorial of the valor of seafaring men of a century ago.

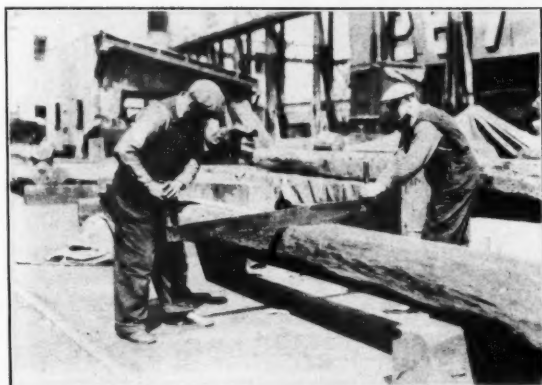
lie sentiment aroused by a poem of Oliver Wendell Holmes that saved her. In this connection it is interesting to note that the *Constitution* was the first ship to enter and thereby christened the new dry dock in the Navy Yard at Boston, the very same dry dock in which she is being rebuilt today. That was on the 24th of June, 1833. Public sentiment came to the front in 1875 to save the champion of American liberty. In 1878, the *Constitution* made her last cruise in foreign waters, carrying to France the United States exhibit for the Paris Exposition. On her way across she ran ashore at Swanage Point on the south coast of England. It was with the help of a British Admiralty that the *Constitution* was again saved. In 1905 it was recommended that this venerable ship be used as a target to be sunk by gun fire of the ships of the Atlantic Fleet. Moved by a nation-wide protest

if the ship could be restored by these means, as the *Victory*, Lord Nelson's flagship at Trafalgar, was restored by the people of England as a lasting memorial for all time.

So the campaign for raising funds by popular subscription was launched. With the Elks Lodge as sponsors actively boosting the enterprise, an energetic drive was made among the school children of the country, resulting in the course of a year in the accumulation of \$154,366. As a teacher of history and of patriotic traditions, this campaign was most commendable, the school children did their bit with pennies and nickels, the time had come for the grown-ups to do likewise with quarters or better.

Gordon Grant, America's foremost marine artist, was commissioned by the National Save "Old Ironsides" Committee to paint a picture representing "Old Ironsides". Through

special arrangement, the sale of prints of this painting, the original of which will ultimately hang in the White House, was made possible at 25 cents each. Though the profit at this price was small, the figure was set especially low so that every patriotic American, rich or poor, in whatever walk of life, could contribute to this worthy cause. Educationally this campaign was a tremendous success, but not so financially, as it was found on March 1st of this year that the funds available would be just sufficient to carry on the work of restoring "Old Ironsides", which had been commenced on the 16th of June, 1927, until the end of this year. In order that the work might continue unarrested through lack of money and that it would not be necessary to disband the small army of veteran wooden shipbuilders which had been



Veteran shipbuilders, recruited from New England yards well known to fishermen, are replacing the old with new in the Constitution.

assembled to rebuild "Old Ironsides", it was decided to raise the price of the Gordon Grant lithograph to 50 cents. Since the 1st of March the sales have not fallen off appreciably, and it is hoped in this manner and through the distribution of souvenirs made of copper, oak and lead that the fund may be completed in a very few months.

It is the patriotic duty of every American to contribute to the restoration of "Old Ironsides" as a national floating monument. In so doing, they honor not only "Old Ironsides" but the men, who, by the bravery and skill brought her to such renown and made such glorious history for America. Every American knows of Independence Hall in Philadelphia and would not think of letting it fall into decay. Loud would be the protest from every corner of our country should it be proposed to destroy Mount Vernon, our national shrine. Like these historical relics, the frigate *Constitution* belongs to every American. Restored as she looked at the height of her brilliant career, a picturesque and beautiful survivor of the by-gone days of sail, she will again cruise the seas, visiting the ports of our country, carrying to all who see her the thrill of romance, a message of loyalty and service well done.

"Old Ironsides" saved the nation; now let us save her!

The Hot Fish Sandwich Business of St. Louis

By F. F. JOHNSON, AGENT, U. S. BUREAU OF FISHERIES.

Hot fish sandwich shops in the Middle West are consuming an ever increasing quantity of various kinds of salt water fish. As yet they cannot hold a candle in volume to the fish friers of England but they may be the beginning of a change in the public taste from "hot dogs" to fish sandwiches. The following is a description of the sandwich stores by a Bureau investigator.—Ed.

THE hot fish sandwich business in St. Louis dates back about 8 or 10 years and since the first shop was opened in East St. Louis there has been a steady increase in number of shops operated and in volume of business. Some shops have changed ownership but they are rarely discontinued.

The standard price for a hot fish sandwich is 15 cents, which includes one cooked fish and three pieces of bread, the latter usually being of the whole wheat variety with caraway seeds unless otherwise specified. No butter is served. In a very few shops a 10 cent sandwich is served, but it is not generally considered as profitable. Whiting used for sandwiches average about three to the pound after being skinned, cleaned and beheaded. The average cost to the hot fish shop is about 25 cents per pound or 8 1/3 cents per fish. It can readily be seen that a sandwich sold at 10 cents would not represent much profit. Fish weighing 4 to the pound might be served but the portion would be small and the profit would not compare to the 15 cent product. It is possible that in Eastern localities where cheaper fish can be obtained that a 10 cent sandwich might be served. The fish is prepared for the customer by being seasoned and coated with a "batter", then placed in a wire basket and dipped in hot grease to cook. After cooking they are kept on a steam table until served. The seasoning and preparation of the fish for cooking varies and is usually secret.

Shops handling hot fish sandwiches vary in size and amount of trade according to their locations. There are three rather distinct types of these sales units; restaurants, barbecue stands and lunch counters.

Restaurants which specialize in fish sandwiches are located near the city on main highways and seat from 30 to 50 customers at tables in one large dining room. Sometimes they have an annex room with additional booths or tables. Cooking is sometimes done in a corner of the main dining room or may be done in an adjoining room. However even where the cooking is done in the main dining room very little fish odor is noticeable—probably due to the method of cooking. Restaurants usually have a large sign suspended in front of their buildings which reads "HOT FISH" and carries the name of the establishment. Other foods, customarily sold in restaurants, are sold in these establishments and in some instances soda fountains are operated in conjunction. This type of sales unit caters to lunch business of nearby shops or garages and also to automobile parties, both local and transient. It is in these restaurants that the largest business has been developed for fish sandwiches. They operate all the year and in some weeks sell in excess of 2,000 pounds of fish.

Ranking second to restaurants in the hot fish trade are roadside stands which also sell barbecued meats, spare ribs or "hot dogs". These stands are located on main highways and are operated only during the warm weather, as they usually have no arrangements to accommodate seating of customers. Sometimes a half dozen seats are available for customers, but more often they eat while standing or sitting in their automobiles. Trade in these stands is restricted to auto parties, either local or transient. As much as 1,000 to 1,500 pounds of fish are sold weekly in a single road stand. Such names as, "Bar B Cow", "Bar B Q", "Barbecued Fish", "Hot Fish", and "City Pig Stand", are used to advertise these places.

Lunch counters, as referred to in this report, include all of the many shops within the city which sell hot fish as a side line to regular lunch counter foods. Often fish are handled only on Friday. A minority of the hot fish sold find outlet in these shops although the aggregate is of considerable importance. Favorite positions for these lunch counters are near transportation terminals.

Many St. Louis people patronize out of town stands during the summer months to avoid preparing food at home. There is also considerable "after the theater" business.

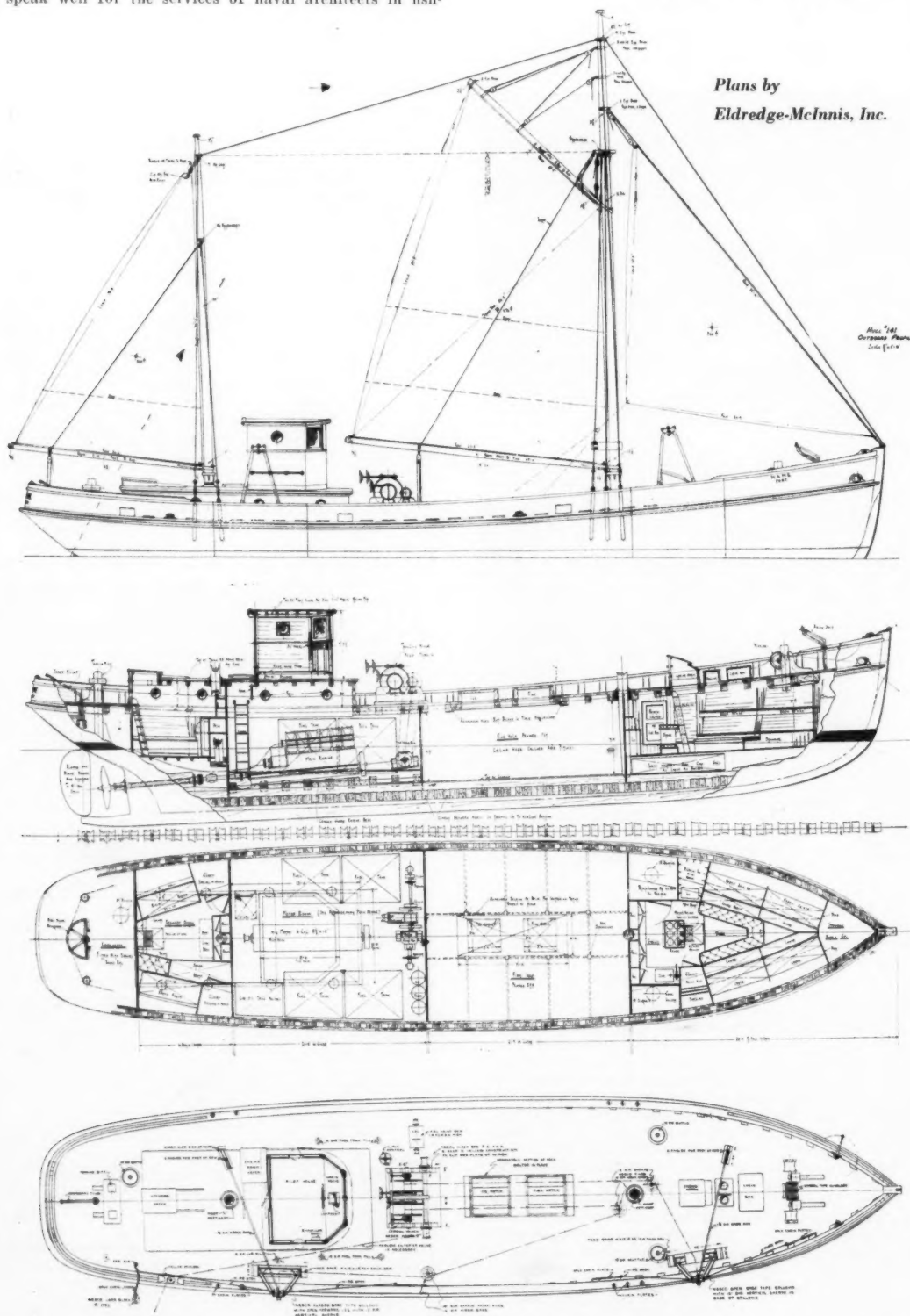
92-Foot Dragger Launched at Shelburne

A STAUNCH craft from the boards of Eldredge-McInnis of Boston, has been launched by Shelburne Shipbuilders, Ltd., for Captain George Morrill of Digby. Although this vessel is only the second trawler built in the Maritimes and the first so-called dragger, she has a number of refinements in her lines and the use of her interior space which speak well for the services of naval architects in fish-

ing vessel design, provided of course, the architects will do as Eldredge-McInnis did, make a careful study of fishing service, and not be governed by yacht practices.

This vessel is heavily constructed with 11 inch keel, 9 inch double sawn frames, 3 inch oak and maple planking, treenail

(Continued on Page 33)



Party Fishing Boats of Sheepshead Bay

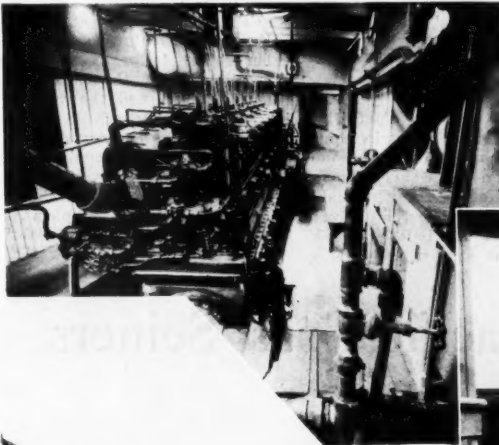
BECAUSE of its proximity to a tremendous center of population, Sheepshead Bay has built up a large party fishing business. It began about forty years ago with a few small boats, the owners of which knocked off from their regular work to take out sports when the occasion demanded. With increasing popularity of fishing trips, these skippers have grown with the business and now have fine vessels especially for this work.

The *Fisher*, lower center, has a unique control system for her 2-cylinder 180

hp. Bethlehem. The upper picture shows her engine room and the one at the right is her pilot house, in which may be seen a forward and reverse lever just abaft the wheel. Close at hand to starboard of the helm is a foot button for starting air, and a throttle handle for speed control. Conveniently near are the air and oil gauges.

The *Fisher* is owned by Schwarzbach Brothers.

The center left shows the *Giralda*, which is 130 feet by 20 feet by 8



feet, owned by Captain David Martin. She was formerly a steam pleasure yacht, but since 1924 has been running faster with a 420 hp. Bessemer. She takes out from 10,000 to 11,000 fishermen between March and December.

The *Glory*, lower left, also has a Bessemer diesel. She is 106 feet by 20 feet by 7 feet, and has

350 hp. Captain Jacob Martin purchased her as the steam yacht *Indolent* in 1921. She averages from 8,000 to 10,000 passengers yearly.

There are fifteen or twenty other sizable party boats with C-O's, Atlas Imperials, Standards and Hill engines.



By Eddie Goodick

WHILE making the dock of the Gloucester Cold Storage Company to take ice for her maiden trip something went wrong with the engine causing the new schooner *Amelia M. Pereira* to crash into the wharf, damaging her bowsprit and causing some damage to the wharf and buildings. After procuring a new bowsprit the *Pereira* sailed on her maiden trip. The *Pereira* was built by J. F. James and Son at Essex for Capt. Albino Pereira and others.

the night of October 21st, by the timely presence of the picket boat 2336 of the local Coast Guard Base.

The boat, which was bound from Marblehead to Gloucester, ran out of gas off the Magnolia shore and drifted rapidly toward the rocks. The picket boat which was on patrol duty sighted the yacht when she was close to the rocks, ran to her assistance and soon had a line made fast to them and towed them into the harbor. Professor Pond was in charge of the yacht at the time.

Patrol boat 159 of the local base picked up a disabled Portsmouth motor boat drifting off the Isle of Shoals and towed her safely to port. The occupants of the craft left Portsmouth early in the morning to go fishing and when the boat had not returned the crew from the Isle of Shoals Station went out to search for them but were unsuccessful. The local base after receiving a telephone call immediately put their radio into commission relaying the message to all their boats on patrol duty to be on the lookout for the motor boat. Boat 159 finally located the disabled craft and towed them in.

Benjamin Pine, Stephen Campbell, Benjamin Cureuru, of Gloucester and Frank W. Wilkisson of New York, owners of the fishing vessel, *Frank W. Wilkisson*, have filed a libel in

Pacific Coast Seiners

Below: *The Valencia*, 75 ft. by 19 ft. by 9 ft. 140 hp., 6 cylinder engine.

Right: *The Trojan*, 80 ft. by 19 ft. 165 hp.

The Ambassador, 62 feet by 7 feet, 100 hp., 3 cylinders.

Each of these vessels has an Atlas Imperial diesel.



Contrast these vessels with our seiners and netters of the Atlantic fisheries. The above are engaged in seining salmon in Alaska and Puget Sound, and part of the year in Southern

Californian and Mexican waters, fishing for herring and albacore. When in the latter work they remove their "purse seine tables" and install bait tanks.



After being launched she was towed around to the wharf, of the United Sail Loft Company, where she was fitted for sea under the direction of M. J. Cooney. The *Pereira* has a 180 horsepower Bessemer Diesel engine, installed by the Gorton Pew Fisheries Company, New England trawling gear, installed by the John Chisholm Fisheries Company, her sails were made by the United Sail Loft Company, she was rigged by George E. Roberts. This vessel is one of the finest of the local Portuguese fleet and the many friends of Capt. Pereira wish him the best of luck with his first command.

The auxiliary schooner yacht *Hull Marie*, owned by Professor W. Pond, of the Pond Institute of Boston, was saved from going on the rocks near Rafe's Chasm shortly after 9:30 on

the United States District Court against the Steamer *City of Chattanooga*, for damages of \$5,000 in a cause of collision.

According to the libellants their craft at 6 p. m. on October 6th, was seining a little north of Chatham when a thick fog arose resulting in the fog signal being sounded. The whistle of a steamer was heard approaching from the south during which time the fog whistle of the libellants' vessel was sounded at reasonable intervals after each whistle from the steamer which proved to be the *City of Chattanooga*. The *Chattanooga*, according to the libellants, was approaching at a high rate of speed and broke through the fog about 100 feet on the port quarter of the *Wilkisson*, turning rapidly to

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By Alfred Elden

BOYCE & Rutledge, Central Wharf, Portland, have installed big C—O Diesel motors in the seiner *K. of P.* and the schooner *Rita A. Viator*.

Eugene Harrington, a 19 year old youth living at Parker Head near the mouth of the Kennebec River has built up a business that seems likely to flourish as long as state highways remain clear of snow. The flats around Atkins Bay are prolific clamming ground and every evening young Harrington in a light motor truck calls on the diggers and buys the clams they have dug that day. Ordinarily he secures between 60 and 80 bushels. Long before daylight he starts for Portland 40 miles distant where he finds a ready market. The enterprising youth is buying about all the clams now being dug in the Phippsburg area.

Captain Herbert Thompson, formerly master of the fishing schooner *Richard J. Nunan*, will command the schooner *Angie E. Watson* this winter. The *Nunan* was formerly a Portland schooner but is now owned in Gloucester. It is reported that the *Nunan* has been sold to Cundy's Harbor fishermen. She is one of the survivors of the once famous Nunan fleet of Cape Porpoise.

Ward H. Bickford, of Cliff Island, has just finished for Lewis H. Griffin, of Portland, one of the handsomest Hampton boats that has appeared in Casco Bay for months. It is a 34-footer with a nine-foot beam and draws 26 inches. The motive power is an 18 hp. Palmer which gives the new fishing boat almost an 11-knot speed.

Following the opening of the salt water smelt season on Oct. 1, two boats from Biddeford Pool made a good haul. The only place around the mouth of the Saco River where smelts are known to school is in a little cove on the west shore of Stage Island upon which stands the tall white tower so valuable to the fishermen as a day mark. To get the smelts the water must be calm and a sweepnet is used on the first of the flood tide. One end of the net is landed on the shore at the north end of the cove, and the other at the south end. Then the net is drawn in toward the gravelly beach sweeping the schools out of the eel grass where they abound. Two crews of four men each in two motor boats, in about two hours returned with 1,200 pounds of smelts which ran about three to the pound. On still days they will continue to sweep for the smelts off Stage Island until about the middle of November. The fish are boxed up, iced, and shipped to Boston, the fishermen receiving from 25 to 35 cents a pound. The first haul netted the sweep-netters a little better than \$50 apiece, as they were paid 35 cents a pound.

The schooner *Bridget & Freeman* brought a fare of 104,000 pounds of pickled fish from North Sydney, N. S., direct to the Freeport Fish Company, at South Freeport. Regulations require that she should have come to the nearest port of customs entry and then proceed to her place of discharge. But when the fish company called for a customs inspector

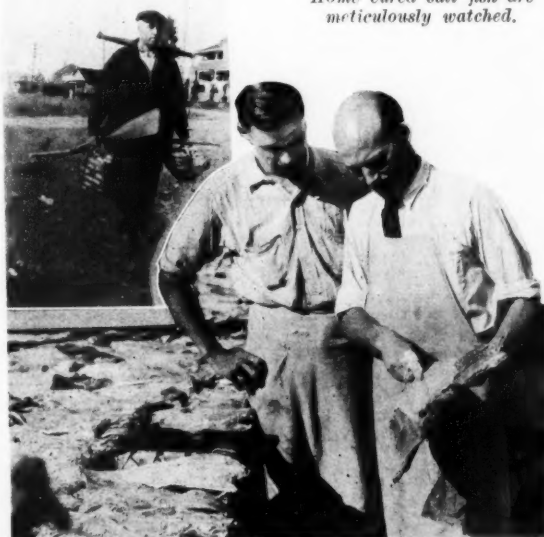
they said Captain Anderson would have to bring his schooner to Portland.

The fish company officials objected and threatened to call upon Senator Hale to aid their cause. They held that the cargo at the time of year was perishable and must be handled with expedition. The customs officials remained obdurate however, and the captain had to sail up to Portland and pay the duty on his fish before he was able to return to South Freeport and discharge. As this custom may have a serious effect on future cargoes consigned to the Freeport Fish Company, an effort will be made to secure a government ruling which will permit carriers to discharge without the time and expense incurred in coming first to Portland then proceeding down Casco Bay to Freeport. As Uncle Sam is interested only in the payment of duties on imports it would seem the matter could be adjusted without handicapping the fish interests.

Fifty years ago a York County lobsterman caught just offshore from where the Fletcher's Neck Life Saving Station now stands, 350 lobsters in a single forenoon every one of which measured more than 11 inches in length and weighed

Carrying home clams at Camp Ellis near the mouth of the Saco River.

Home cured salt fish are meticulously watched.



better than two pounds apiece. He sold them to the old N. F. Trefethen Company, at Portland, for four cents each receiving \$14 for his day's work. That was all lobsters brought back in those days, a few cents each. They were all sold by the piece and had to be fine, fat fellows to bring even the few cents offered. In marked contrast was a crustaceous transaction of a few days ago. A Saco River lobsterman carried 10 lobsters to Portland the aggregate weight of which was 31 pounds. He was paid 45 cents a pound, or \$13.85, approximately the same for his ten fair-sized lobsters that the earlier day lobsterman received for 350 which probably ran considerably larger! Where lobsters were all sold by the piece up to a few years ago, now everything goes by weight.

How do the fishermen in the small Hampton boats ever get horse mackerel aboard that weigh anywhere from 300 to 700 pounds? This query is frequently put by landsmen when the little craft, nearly all of them not bigger than 25 to 29 or 30 feet come in to Portland with two or three of the monsters aboard. There are no masts upon which to rig hoisting tackle and surely no two men could take one of the great creature's body by the head and tail and lift him in. Yet there the fish lie! Easy enough. The giant tuna or horse mackerel are "parbuckled" or rolled aboard. Two ropes are made fast to the Hampton's gunwale about three or four feet apart. Then a bight in each is passed around the dead carcass lying alongside. By hauling in on both ropes the two fishermen obtain a purchase by which they roll their prize aboard with comparative ease. This "parbuckling" is precisely the same method the teamsters sometimes employ in getting heavy hogsheds up an incline. One expert fisherman on Georges Banks last August, employing this method, alone "parbuckled" or rolled three good-sized swordfish into a dory. He shipped considerable water with each fish for the light craft careened to the water's edge under the weight, but that was soon bailed out.

Figures received at the Portland office of the United States Bureau of Fisheries show that 265 horse mackerel were landed at Portland this past season or up to October 1 by the Casco Bay small boatmen. Prices paid the fishermen were from 4 to 10 cents a pound, but only once or twice did quotations drop to the minimum and only once or twice did they reach the maximum. Five to eight cents was the average.

For the first time on record the gill netters brought in

(Continued on Page 28)



By Henry H. Brownell

REPORTS from Block Island have it that very many large mackerel have been caught by the small boats by jigs and drailing; some of the boats having been very successful in this line about the first week in October when the season was at its height. Fancy prices were realized on the shipments to New York and some of the large mackerel sold around \$30 a barrel.

A summing up of the trapping season will show that although the summer run of butterfish did not come up to expectations this was more than offset by the increased prices and also the large run of scup in the spring. On account of the rather poor fall fishing Coggeshall Bros. of Newport removed their traps from the water two weeks earlier this fall. The Seaconnet River Fishing Co. have been catching a few cod and whiting. So far the main body of striped bass has not shown up, 1460 lbs. being the largest haul so far reported by the above company. No doubt by the time this goes to press larger hauls will have been reported. The bass so far have been extremely big, the main run usually being of a much smaller size.

Nathan Brownell, a clam buyer of Portsmouth, has recently launched a redesigned launch powered with an automobile engine. Reports are that she will make around ten knots an hour, being of a very fine model for speed.

Lobstermen around Newport have been doing fairly well inshore the latter part of the season, prices ruling fairly high. Most of the pots were set in the river by the Newport lobstermen.

A considerable fleet of boats have been trawling in the Bay this past month, small black backs making up the bulk of the catch. Large black backs have been netting fair returns in the New York market.

The small mackerel which were reported to be in such abundance last summer have been showing up in some of the stub traps in the Bay, the size having increased enormously. No doubt but what they will return to this coast next spring. Quite a few have been caught by the smoke boats out of Newport.

The fleet of bull rakers that have been operating in Seaconnet River have been working unusually late this season. Probably the fine weather we were having accounts for this; also the price of clams must be taken into consideration. The open season for dredging quahaugs in Seaconnet River opens soon but it is not thought that any licenses will be taken out as the clam beds are practically depleted.

Somebody wants to know what M. S. Brenton means. Well any one up on nautical terminology would know M. S.

(Continued on Page 33)



By J. R. Leonard

CLAMS being small in size, and until recently, very scarce, did not attract much attention from either fisherman or dealer hereabouts. With the discovery of large beds in the Peconic Bays and elsewhere, and the discovery of the possibilities of the out board motor and the dredge, as two easy methods of reaping a harvest of this shellfish, the lowly clam has attained a height in public notice, far above any other kind of fish, either shell or of the finny kind. It seems always, that as soon as a limit is placed on anything, be it fish, game, or rum, the surveyor or that article wants the limit changed for his particular benefit. Now!! The New York State Conservation Commission ruled a number of years ago, that clams of the hard or round variety, measuring less than one inch across the hinge should not be taken. In Southampton Town waters, recently, a bed of clams was discovered said to be worth \$100,000, but of a size below the limit. The baymen of that town petitioned the board of supervisors of Suffolk County to change that limit so that clams one half inch and over could be taken. This, then, was done for that town only, other towns not anxious to change. This then, revived the ancient game of "bootlegging" with clams and not with booze. Clams below the one inch limit were "bootlegged" across Southampton town line, and held there until suitable delivery could be made. Thousands of these are reported to have been sold to meet a huge demand for "seedlings," to be planted in other districts, not so fortunate as this. Some baymen claim that the removal of the seedlings is a good thing, as it prevents crowding, while others assert the taking of small clams reduce the future stock and so destroy a highly profitable business for the future. Then the State steps in and says that the county for Suffolk had no right to change the limit on clams in Southampton Town, and had instructed its game wardens to vigorously enforce the law and to arrest all persons taking or possessing clams less than one inch across the hinge.

An inlet from Meeox bay to the ocean was recently opened to drain off the surplus water in the bay. The salt water entering from the ocean has greatly improved the quality of the oysters therein, and are being gathered by hundreds for both home consumption and the trade. The shallow water at this time making it very easy to see and gather these oysters.

The Shinnecock Canal has been a very busy waterway this season, both for commercial and pleasure craft. This canal connects Great Peconic Bay to Great South Bay by

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MUTTERINGS OF THE MASTHEADMAN

THE Mastheadman has read a report that the world at large pays a yearly bill of \$1,000,000,000 for fish. It sounds like a lot of money, yet divided, it gives only about a dollar's worth of fish a head for the population of this planet. And \$1,000,000,000 is the retail, not wholesale price of the marketed fish.

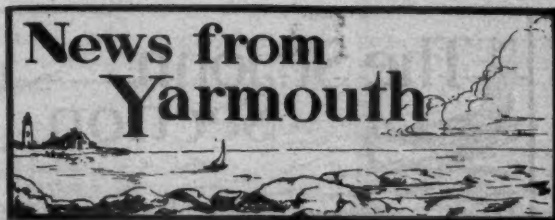
Of all the fish-catching and fish-eating countries, Japan stands first, with a yearly take of over \$90,000,000. There are two reasons why Japan eats such quantities of fish. First, her teeming population compared with her small area of fertile land; second, the fact that the warm Black Stream and Gulf Stream of the Pacific, pouring past her shores, takes her a wealth of fish unsurpassed in the temperate zones.

The United States ranks second, according to this unofficial report, with a catch valued at \$85,000,000, and France third, with a little less, Britain ranks fourth, bracketed with Spain, both countries taking about \$70,000,000 worth of fish yearly.

One statement of this writer, the Mastheadman is ready to vouch for—the sea crop now harvested is nothing to what it will grow to. Offshore fishing is yet in its infancy, pursued as it is only in comparatively shoal water and limited areas. But it yields sufficient so far.

When the day comes, if ever, that it is necessary to develop new sources of supply of seafood because of a decrease in the life on our present grounds or due to so much more fish being needed to fulfill the demand that the present grounds will not yield a great enough supply, the means for fishing in deep water the world over will be found.

The Sea Crop



(By the Lurcher)

R. O. Wells, of the Frank E. Davis Company, Inc., of Gloucester, Mass., and Capt. H. McGinn, of the Consolidated Lobster Company, Boston, Mass., have been in Yarmouth for a few days on matters in connection with the very extensive businesses which they represent and have since returned home.

Capt. Alfred A. Leblanc, of Wedgeport, has just returned from a very delightful ten days' visit to Gloucester, Mass., where he renewed many old time acquaintances. For several years Capt. LeBlanc was a very successful salt bank fisherman out of Gloucester but is now engaged in business at Wedgeport.

Capt. Frank K. Crosby, master of the Boston and Yarmouth line steamship Yarmouth, is enjoying a well earned vacation which he will spend in New York and other cities and also at his home in Yarmouth and Birchdale Camps thirty miles from this town. Capt. Crosby has been continuously "on the bridge" of the Yarmouth since the ship went into commission on the Boston-Yarmouth route in July, 1927, and during that time he has made a wonderful record with the steamship. He has maintained a perfect schedule, making his train connections at this port with marked regularity, while during the cruises between New York and the West Indies on which the ship was operated last winter his arrival at the different ports was right according to schedule.

The Department of Marine and Fisheries at Ottawa, has issued a request to all Canadians to observe the week of October 29th, to November 3rd as National Fish Week. For several years Canada has had a National Fish Day and that to a greater or lesser degree has had good effect on the fish industry by increasing the demand for fish. From almost the first of those days, however, it has been strongly maintained that one day was not sufficiently long to really instill into the people the direct importance of its purpose. That idea was very strenuously maintained by the members of the Nova Scotia Sea Fisheries Association who argued strongly for one week each year to be known as National Fish Week. It is now more or less gratifying to that organization to see that the arguments which it put forth have borne fruit and that the week as mentioned will be observed as such from Atlantic to Pacific. The object of National Fish Week is to particularly emphasize to Canadians the greatness of the asset which our fisheries are to the Dominion and also to make, if possible, the Canadian feel his or her responsibility in a greater consumption of the products of the sea.

J. M. Walker's schooner *Cupola*, Capt. Andrew d'Eon, which is fresh haddocking out of this port, has for some weeks past been very regular in its one or two trips per week to this port with good fares of haddock and other fish. The vessel has landed several thousands of pounds and practically all of which have been purchased by Austin E. Nickerson, Limited. A better price prevails for haddock than has been paid in recent years and in consequence the crew of the *Cupola* have made a very satisfactory season's work.

The auxiliary schooner *Walter Junior*, built last spring for Lawrence Sweeney of Yarmouth South, and commanded by Capt. Amos Brannen has made a good season in the halibut fisheries out of this port. The vessel has made a goodly number of trips and considering the fact that this was practically Capt. Brannen's first experience in offshore fishing he has landed at this port several fine fares of halibut and his men have made a good share. While on a recent trip the *Walter Junior* was caught in one of the sudden squalls which for a few days swept the sea in this vicinity. The crew had been out and set their trawls and had returned to the vessel for the noon day meal when the squall struck and carried

away every skate of gear the men had out. This was the only loss which the schooner had for the season.

The schooner *A. W. Longmire*, owned by Austin E. Nickerson, Limited, is now in charge of Capt. William Atkinson, another young Western Nova Scotia skipper who appears to be making good. Although taking the vessel rather late in the season he has made several very successful trips. In one week this month he was in port twice with good fares and the crew made a share of \$70.00 per man for the week. On one of these trips the vessel landed a very large halibut which was a freak and although many persons who had followed the fisheries for years viewed the fish no person had ever seen the likes before. It measured about seven feet in length and had an enormous head. It weighed over 270 pounds and all over was covered with a sort of a black barnacle substance about the size of a Canadian five cent piece. These spots were jet black as was also the inside of the mouth.

The light ship *Lurcher*, which marks the treacherous shoal of the same name off this coast, is off its station for a few weeks and is at this port undergoing its annual overhauling and renovating. While in port the ship's position is being marked by a gas buoy.

William A. d'Entremont, of West Pubnico recently completed studies at this port and was before marine examiner, Capt. D. A. Reside, passed successfully and was awarded a mate's certificate for seagoing British ships. Mr. d'Entremont has since gone to Boston to rejoin the service of the United Fruit Company in which he has been for several years past.

The registered offices of the Boston & Yarmouth Steamship Company, Limited, which since the establishment of the Company several years ago, were in Montreal, have been transferred to Yarmouth. They are located in the main building at Evangeline Docks.

The Boston & Yarmouth Company has revised its time table somewhat and the new steamship Yarmouth now leaves Boston for Yarmouth every Monday and Thursday afternoon at five o'clock. This makes at this port a very close connection with the trains of the different railroads, and the ship to make such connection must dock here at not later than six-thirty in the morning, which makes a passage of about twelve and a half hours. The ship is performing that service very regularly and by it has established the shortest run between the United States and Nova Scotia, via Boston and Yarmouth, than has ever been known in the history of the service.

J. V. Purdy, bridge and wharf builder of Plymouth, Yarmouth County, has just completed a very important piece of work, at the Yarmouth Bar breakwater, for the Department of Public Works, Ottawa. The old of the structure had, owing to its very exposed position, been badly wrecked by gale and sea until it was absolutely worthless and quite impossible for a person to walk on, so badly had it become undermined and fallen over. The portion was surveyed by a government engineer and Mr. Purdy was engaged to do the work. Heavy piling was put down to a depth of twelve to fourteen feet and the wrecked portion was raised, straightened and levelled, until today it is in much better condition than when first built. New railings have also been placed on it and the breakwater which for many months was useless to the fishermen of the Bar, is now in such condition as to serve their purposes for many years to come. Another improvement made by Mr. Purdy was the deepening and widening the "boat hole" in the breakwater, which allows the fishermen to sail their boats direct out into the Bay of Fundy instead of having to steam all the way out around Yarmouth Cape as in years gone by.

The Federal Department of Marine and Fisheries had just placed two rather important aids to navigation for the benefit of mariners sailing to south shore ports of Nova Scotia and both are of direct importance to fishing skippers. One is the replacing of the black spar buoy on the west side of the entrance to the channel leading to Barrington Passage ferry wharf, with a black steel can buoy. It is situated in latitude 43° 31' 17", longitude 65° 36' 24". The other is the placing of a bell buoy to mark the entrance of False LaHave. It is situated in sixteen fathoms, 1 5/6 miles, 183° 15' (S. 25° W. Mag.) from Moser Island lighthouse, in latitude 44° 18' 27", longitude 64° 19' 00", taken from Admiralty Chart No. 342, (Edition, June, 1927.) It is a steel cylindrical buoy painted in black and white vertical stripes with "False La-

Have" on the deck. The bell will be rung by the motion of the buoy on the waves.

Statistics issued by the United States Immigration offices at the Port of Yarmouth, shows the month of September just closed to be another banner month for passenger traffic between the United States and Nova Scotia via Boston and Yarmouth. The total number to pass this port for the month was 13,795 passengers as compared with 12,467 for corresponding month a year ago. Of that number 12,315 persons travelled direct between Yarmouth and Boston while the balance, 1,480, were carried by the new liner *Evangeline* on the New York and Yarmouth service.

The Weymouth tern schooner *E. P. Theriault*, has arrived at its destination, Westport, Nova Scotia, after a rather perilous trip from Turks Island, with a cargo of salt. The vessel several weeks ago arrived at Lunenburg, Nova Scotia, and reported the Captain, Bernard Bonnanfant, of Weymouth, having died at sea. The owners, Messrs. Theriault, of Bellevue Cove, Digby County, sent Capt. Oliver Comeau, to Lunenburg to take charge of the vessel and sail it to Westport. After leaving Lunenburg and when off Seal Island about thirty miles from this port the schooner was struck by a sudden squall and before anything could be done the vessel's ribs were blown to ribbons. Following that Capt. Comeau shaped a course for Pubnico where he put in and effected repairs.

One of the finest fleets of motor fish boats to be found at any port along the Atlantic seaboard, is to be seen just now occupying the southern part of Evangeline Basin in this harbor. They practically all come from Wedgeport, a very busy fishing centre in this county, and for some weeks have been engaged in fishing herring off the mouth of this harbor. They range in length from thirty-five to forty feet and are of good beam with exceptionally fine lines. All are engined with power ranging from ten to thirty horse and all, have good speed. The owners are now turning their attention to the fall haddocking by which many of them are doing a splendid fall's work. The fleet numbers twenty-two when all are in and represent an approximate value easily placed at eighteen thousand dollars.

G. B. Allen, accountant of this town, received word this week of the tragic death of his son Grant Allen, second officer of the Canadian National Steamships liner *Canadian Explorer*, Capt. Wilfred Wyman, at Auckland, New Zealand. He was twenty-nine years of age and his death was due to a fall from the gangplank leading from the ship to the dock, and striking on his head. It is presumed that his skull was fractured as the only information received was to the effect that the accident happened on 19th inst. He was taken to the hospital, underwent an operation but passed away on the 20th. The unfortunate young man only last spring passed his examinations and secured his first officer's certificate and for the first time in his career was filling a second officer's position. He was a very promising navigator and had been in the Canadian Merchant Marine all through his seafaring career, beginning as an ordinary seaman he had gradually climbed to his second officer's post. He had always filled his various positions with marked efficiency.

Arthur Frank Dobson, brother of Capt. Glenwood Dobson, the widely known Boston fishing skipper, died at the Chelsea Marine Hospital recently after an illness of four years following a paralytic stroke. The remains accompanied by Capt. Dobson were brought from Boston for interment at Argyle Sound where the funeral services were held in the United Baptist Church. Besides his brother mentioned, Mr. Dobson also leaves his widow, three sons, one sister and one half brother.

G. C. Creelman, for over thirty years an employee of the United States Government has been retired on a pension. For the past twenty-three years he has been stenographer for the United States Immigration offices at the Port of Yarmouth, and has during his sojourn here become one of the Town's most highly esteemed residents. Mr. Creelman has also taken a very keen interest in the affairs of the Yarmouth Free Public Library and owing to his remarkable knowledge from a literary viewpoint his services have always been of great value to that institution. In his work at the above offices Mr. Creelman has always carried on in a quiet unassuming manner and in that way has won the respect and esteem of thousands of persons who annually pass the Port of Yarmouth by steamship to the United States via Boston. Mr. Creelman, with Mrs. Creelman now anticipate closing their home here for the winter and spend the season in Massachusetts.



By M. E. McNulty

THE death took place recently at West St. John, N. B., (Charleton), of Mrs. Susan A. Belyea, widow of James W. Belyea, for many years a fish producer of St. John harbor. Mrs. Belyea had been in ill health for about two years, and for the three months preceding her death was confined to bed. Four sons, one brother and two sisters survive. All of the sons have been associated with their late father in the fisheries. J. Fred Belyea is still engaged in fish production. Frank T. and Harry A. have turned to other occupations, although Harry Belyea has been building boats for fishermen for years. Hilton A. Belyea was engaged in fishing at St. John until last year when he moved to Boston, and thence to Albany, N. Y., where he is now making his home. He was formerly a single sculler and a member of four oared crews of St. John. All of the Belyeas comprised the Belyea four oared crew of twenty years ago. The late J. W. Belyea was also an oarsman. The funeral of Mrs. J. W. Belyea was attended by hundreds of men connected with the fisheries.

George L. Hargrove, Sr., for more than a half century active in the fisheries at Chance Harbor, N. B., recently celebrated his ninetieth birthday at Chance Harbor. In recent years, Mr. Hargrove has been enjoying a life of ease after his strenuous fishing career. However, occasionally, he keeps his hands in the industry, by taking a fling at line or weir fishing. Mr. Hargrove spends part of each year as the guest of his son, James W. Hargrove, an ex-fisherman of Chance Harbor, now living at Partridge Island at the mouth of St. John harbor. On the occasion of his ninetieth birthday, Mr. Hargrove, Sr., received congratulations from all his five children. They are: Bristol and J. Fred of Vancouver, B. C., George L. of West St. John, James W. of Partridge Island and Mrs. LeBaron Kingston of Long Island, N. B., whose husband is engaged in the salmon, shad, gaspereaux, smelt and hake fisheries. George L. Hargrove, Sr., is in excellent health.

Harry Grey of Seal Cove, while working on an engine in his fishing boat, had one foot severely crushed. Surgical aid was summoned, and announcement made that the injured foot will likely be saved from amputation.

The fishing village of Seal Cove had a close call from being badly damaged by fire when a building used for smoking fish by Hazen Daggett caught fire and was destroyed. Nearby, a smoke house owned by George Russell also caught fire and was badly gutted. It was feared the fire would spread to the adjoining buildings, including homes and buildings used for smoking, salting and drying fish. However, all of the fishermen went to work energetically with buckets and kept the blaze from spreading any farther. Two things in the favor of the fishermen were that the tide was high and the wind was not as strong as it usually is. Seal Cove is wholly devoted to fishing, with many of the producers doing their own smoking, drying, salting, barreling and boxing.

Miss Elma N. Harvie, daughter of Archibald Harvie, fisherman of Beaver Harbor, was married recently at Pennfield to Charles W. Spear, fisherman, of Pennfield Ridge. The ceremony was performed by Rev. J. G. Wakeling, pastor of the Pennfield Baptist Church. Friends and relatives of the couple decorated the church for the wedding.

Wesley Ingalls of North Head had an accident with his Ford sedan while motoring from North Head to Seal Cove. In the darkness, the Ford collided with a new Chevrolet coach driven by a woman. The Ingalls car had to be towed home, with axles out of commission.

J. Seovil of Ingersoll's Point, who has been manager of the lobster pound there, returned to Ingersoll's Point recently, after a vacation spent on the mainland. Most of the

time was spent in and about Eastport and Lubec. Mr. Scovil was accompanied on the trip by Mrs. Scovil and their child. While away, the lobster pound keeper visited his relatives on the Maine side of the boundary.

Simeon Cronk of North Head, who had been employed on a steamer plying between Boston and St. John for some months, has returned to the Grand Manan fishing.

Grosvenor Wilson, of Dark Harbor, has been dividing his time between the fisheries and road making. He recently supervised the building of a highway to Dark Harbor. This road will be very useful to the fish producers in maintaining touch with other parts of the island.

Miss Florence B. Belyea, younger daughter of Hilton A. Belyea, of Albany, N. Y., until last year a fish producer of West St. John, N. B., was married recently at Albany to Arthur L. Reed, of Albany. The bride was attended by her sister, Miss H. Audrey Belyea, a student nurse of Newton, Mass., and C. J. McKenzie of St. John, supported the groom. The honeymoon was spent on a tour of New York, Atlantic City and Philadelphia.

Wilson's Beach has turned out another very large lobster. William Matthews, fisherman, caught a lobster weighing eighteen pounds. It was thirty-eight inches long. The larger claw measured nearly twelve inches long and six inches wide. It took a two quart tin to hold all the liquid that came out of it. Mr. Matthews sent the big lobster to John Moses of North Head, who treated it and placed it in a museum there containing freaks of the sea, including birds as well as fish. Several years ago, two lobsters, each weighing twenty-three pounds and each measuring forty-two inches were caught at Wilson's Beach. Both were sent to North Head museum of which John and Allen Moses are proprietors. One of the cured lobsters was bought for the British Museum. The other was purchased as a curio by William K. Vanderbilt and placed in the latter's New York Home.

As recent guests of O. H. Brown, operator of weirs at Kendall's Head, were Mr. and Mrs. J. E. Neary and Miss M. Searry of Natick, Mass. Mr. Brown has a summer camp on the shore near his weirs. Mr. Neary was formerly a member and coach of the Lobster basketball team, which represented Eastport and vicinity some years ago on the courts. This team was promoted by Mr. Brown, who also conducts a store in Eastport.

Alex. Gray, chief engineer of the St. John harbor commission has notified the commissioner of harbor of St. John that the commission will require the fishing lots in St. John harbor numbered 4, 5, 6, 8, 9, 10 and 11, on March 1, 1929. These are on Navy Island at the junction of the St. John river and harbor, and are the most valuable lots in the harbor in recent years, from the standpoint of the fishermen. These lots have brought the highest prices at the annual sale of the fishing privileges in recent years. The taking over of these valuable lots by the harbor commission means an end to the fishing there, by weirs. McCormack & Zatzman have been the successful bidders for the Navy Island weirs for several years.

With the construction of new docks and the dredging now in progress on the Carleton side of St. John harbor, the outlook for the fishermen is disturbing them. The work has been interfering with the fishing operations of a number of the fish producers including J. Fred Belyea who protested against the interferences. However, nothing has been done to help the fishermen, the harbor commission apparently riding rough shod over everybody.

The sardine fishermen of St. John harbor have threatened to boycott the sardine buyers from Eastport and Lubec and vicinity, because of the low prices that have prevailed. The canners have been offered only \$3 per hogshead. The St. John harbor fishermen claim the sardines caught there are of the best quality in the Bay of Fundy, and easily worth at the lowest price, \$5 per hogshead. It is the prevailing impression that the canners of Eastport and Lubec are profiting greatly on the abundance of the little herring and getting large quantities of the fish at their own prices.

At the beginning of the season when the sardines were scarce, the canners were willing to pay \$10, but, when the fish runs became heavy, the price dropped to \$5 and then to \$3,

and even as low as \$2. The canners have been able to get all the fish they wanted at the rock bottom prices because of the eagerness of the producers to unload.

The squid, dogfish and seals have driven the sardines in large schools into St. John harbor, particularly the squid which have been very plentiful this year in Fundy waters. After chasing the little herring into St. John harbor, some of the squid followed the sardines right into the harbor and started to drive out the herring. The sardines were kept on the move most of the time. However, they usually kept going around the harbor rather than head out into the open bay again, where they would face their foes in far larger numbers than within the harbor zone.

With the little herring have come a fairly large number of fair sized and large herring, but the sizes suitable for smoking have not been plentiful. The larger herring have found a fairly open market for sale in the fresh state, in St. John. The demand for the herring for salting in barrels has been light.

The sardines have been moving from the east side to the west side of the harbor and back again. Usually, the west side of the harbor is better than the east for the sardines, but this year, the little herring have been moving about more than usual, due to being pursued by the squid. The dogfish and seals have not come into the main harbor in sufficient numbers to create much havoc about the little herring.

The sardine men have been feeling non too amiably toward the canners because of the attitude of the latter in the prices for the small herring. The producers feel they have been imposed on, and that the canners will reap most of the benefits from the abundance of the fish this year. It is pointed out that at \$3 per hogshead, the producer gets only a small profit, while the canner sell his product at no reduction in price, whatever. In fact there may be an increase in the price of the tinned sardines. The result is the canner is a big financial winner, for he gets the raw fish at the rock bottom prices.

In St. John harbor, the weirmen have been averaging about 110 hogsheads of sardines for each tide, since the middle of July and very few of these fish have been sold at higher than \$5. The average price has been \$3.50.

There are nine weirs in St. John harbor and all were busy since the middle of July. The Spring and June fishing was poor as the fish did not come, but the run came heavier about July 1, when unusually large schools arriving about two weeks later and continuing. Indications are that November will find the sardine fishing at least fairly good. September and October were excellent months, although August was a record breaker. Two new weirs were built in August and September in St. John harbor, to get in on the heavy sardine runs. Very often, some of the weirs fare poorly in the catches, but this year none of the weirs was overlooked, thanks to the squid which kept the sardines on the jump all the time.

The sardines caught this year have been an excellent quality, and the canners have been reported as delighted with the condition of the fish. However, this pleasure has not affected the prices of the fish to the producers.

There has been an increase in the price of cod and haddock in Bay Chaleur ports during this fall, and shipments of both fish out of the bay since September 1, have been considerably heavier than last year. The catches during September and October were reported as good, and the fishermen expect to continue the satisfactory catches as long as the weather keeps favorable. The fishermen of Shippegan and Caraquet, have found the cod fishing attractive, with the fish fairly plentiful and the price better than it has been. The buyers are shipping the fish to Montreal and Toronto.

Line fishing at Grand Manan was reported good during September and October, with the demand for cod, haddock and pollock attractive enough to keep the men after the fish. Sardines were not very plentiful about the island during September and October, although there were some fair runs along the coast. The larger herring having been more plentiful, and some of the herring have been suitable for stringing. With the sardines not so plentiful, the men have been devoting most of their attention to the big herring and the cod and haddock. Shipments of the cod and haddock have been mostly to Eastport.

Re-Establish the Alewife Market

By William J. McNulty

CAN the alewives or gaspereaux come back as a stellar source of revenue to the fish producers?

Yes, this is certainly possible, providing new markets are developed. In order to achieve this goal, there should be governmental aid—financial, not merely moral assistance.

At present, the alewives market is in the depths. The fish have been comparatively abundant, but the market has been next door to closed.

The alewives are caught both in weirs and in drift nets. Until recent years, the demand for this fish was keen. The fresh fish were marketed in the domestic areas, and elsewhere in the United States and Canada. The alewives were in demand heavily as bait, too, and were stocked at all the fishing ports. In all the cold storage plants large quantities were held awaiting sale to the fishermen.

A proportion of the gross catch annually, was smoked, and packed in wooden boxes, for distribution in the home markets and in various states and provinces.

It is estimated that about 50 per cent of the total catch each year was salted, and sold in barrels. The demand for the salt alewives or gaspereaux was not limited to the United States and Canada. The islands of the West Indies group bought heavily of the salt gaspers. Jamaica, Bermuda, Haiti, Porto Rico, Trinidad, Barbados, Cuba, were participants in this market. Some of the fish were shipped directly to the islands, but the larger percentage of the cured fish went to Boston and New York, for re-shipment from these ports to the islands.

There were many instances wherein entire cargoes of two, three and four-masted schooners consisted of the salt ale-

The market for the alewives has diminished on the mainland as well as the islands off the Atlantic seaboard. Today the volume of fresh, smoked and pickled alewives consumed in the United States and Canada is approximately 30 per cent what it was prior to the war.

During the World War, the demand for the alewives in the states and provinces bordering and near the Atlantic coast, was abnormal. Not enough of the fish could be caught to appease the demand, and the prices for the fish, smoked and salted gaspers were the highest in the history of this fishery.

Today, there is a contrast. The producer has a serious problem in marketing his alewives catches. The consequence is that fewer of the fishermen are interesting themselves in this fishery than ever before. Even the home markets have fallen off.

To overcome the deficiency in demand, there are now not enough fish meal, fertilizer, oils, etc., plants in operation. There is a movement in this direction, and with plenty of these factories available, the producer will have an outlet for part of his catches, at least.

Because of the difficulty in selling the fish, the number of producers is growing who pay no attention at all to the alewives fishing. This is in severe contrast with conditions before and during the war, when every shore fisherman was active in this fishery.

Even the demand for the gaspers as bait has dwindled greatly. This has been attributed to the slump in the deep sea fisheries. Less of the alewives has been held in the cold storage plants than since the opening of these plants.

Among the islands of the West Indies there is a possibility



*Steamer at St. John
loading barreled
alewives for the
West Indies.*

wives in the half and whole barrels. Besides being shipped from Boston and New York to the West Indies, the alewives went in large quantities from Halifax, N. S., and St. John, N. B., via fish exporters in both these ports.

From New York to Cape Breton Island, fish producers established curing plants, in which they salted at least 40 per cent of the alewives they caught. Others sold their catches to wholesalers in various ports along the Atlantic seaboard, and most of the wholesalers also operating curing plants.

Since 1923, the demand for the salt gaspereaux has dwindled greatly from the West Indies. This has resulted in the abandonment of curing plants in some instances, for there were cases in which concentration was made on the alewives. In other cases, the depression in the islands market resulted in a radical reduction in activities at the plants, with the usual unfavorable reaction on the producers, in the decreased demand for the fresh fish.

The people of the islands have turned against the pickled alewives, very decidedly. One of the factors is said to be an increase in price. Another vital factor is the fickleness of the public favor. No effort, that is concerted, has been made to retain this important market, and it has been wrested away with a very weak resistance.

The super-abundance of bones in the alewives has been offered as one of the reasons for the shift in popular appeal from the alewives. But, these fish contain no more bones than their ancestors, and the alewives of the past were always in keen demand.

of recovering much of the lost sales prestige for the pickled alewives. However, there must be an intensive campaign, to accomplish anything. The United States and Canadian governments should introduce and handle the campaign. The work of any group of producers, exporters or importers of fish would be like a drop in the bucket. It will be necessary to expend a large amount of money to recover the lost market.

The drive could comprise plentiful advertising, distribution of samples, public demonstrations, as three prominent links in the chain of action. Some of the exporters and importers have been accused of destroying the market by boosting the prices skyward, until the people of the islands rebelled and turned against the alewives. In some instances, enormous profits were made by the exporters and importers, whereas, the producers realized comparatively low prices. A series of sharp increases proved the straw that broke the camel's back.

In the effort to regain the West Indies market, the price is a conspicuous factor. There must be deflation, and the collapse of the market has demonstrated that the prices must be reasonable, and no decided tendency upward.

There is little doubt that pickled and smoked alewives can be sold heavily in Japan, China, Australia, New Zealand, Hawaii and India. Thus far no attempt has been made to develop these markets.

In Japan, and also in China, there is a keen demand for cheap salt and smoked fish. The alewives are low money fish. It is out of the question to get high prices in normal times. True, during the war and reconstruction and rehabilitation

period following the armistice, the gaspers brought topline prices. The exporters and importers profited most by these abnormal prices in abnormal times.

Where a sad error was made was in trying to maintain the lofty prices in recent years. Everybody affiliated with the fishery has suffered because of greed and weak judgment on the part of a few. There were cases of gaspers being marketed as herring. It was possible to get away with these tactics during the war and for some years afterwards, but not today.

Japan is cutting heavily into the lobster fishery of the Atlantic, with the overdose of canned shrimp that is being shipped across the Pacific to the United States and Canada. Why not reciprocate in kind, and endeavor to capture the low priced fish market of Japan? It is possible to do this with the salt and smoked alewives.

India can be developed into an excellent market for the alewives. This vast dominion is seeking the cheaper foods. The cities in particular would be interested in the gaspers, and with the price right, a huge consumption of the alewives could be attained.

Australia appears to be a fine market for the alewives. Hitherto, this market, in spite of its being promising has been barely touched. There is little doubt that a substantial demand for the low priced gaspers, chiefly in barrels, can be worked up. However, considerable expenditure is necessary, in order to introduce the fish to the people of the Antipodes.

New Zealand can be promoted as an alewives market on a secondary scale to Australia. One of the effective ways that could be used in both New Zealand and Australia, would be

was scarce, and the slogan of each country was "eat more fish", in order to conserve the meat supply and be economical with the family finances. The alewives were about the cheapest fish available, and there was a steady play for the gaspers, largely due to this. The fact that the alewives contained so many bones was subordinated to the price.

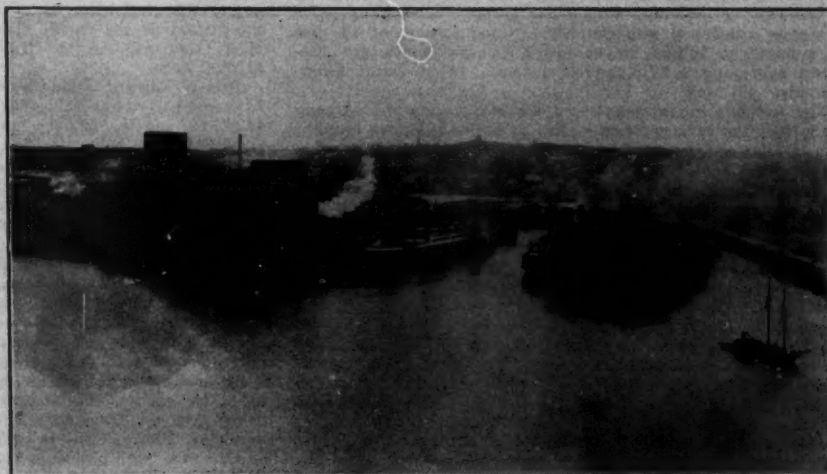
In recent years, the demand for the gaspers has diverged remarkably. In the past, the distribution has been chiefly in the cities. The rural possibilities have only been scratched on the surface. The smoked and salted alewives can be sold heavily in the agricultural areas of America. In order to do this, it is absolutely necessary to exploit this type of fish among the farming communities. Meaning which, the fish should be demonstrated in the agricultural centres, and samples distributed.

The gaspers have been uniformly plentiful practically every year. The marketing of the fish, is, therefore, the only problem. Other fish have been comparatively scarce. Thus, the producers have found themselves able to catch large quantities of the alewives, and unable to sell them at a price worth the labor and wear and tear on the gear.

Difficulty has been experienced in 1928, in getting a cent each for the gaspers, regardless of the size. Some of the fish have run very big in recent years, resembling the smaller shad. Fishermen have often considered themselves lucky in selling their alewives at a dozen for two cents. And, frequently, the buyers have reported themselves as stuck on the purchase, despite the ridiculously low price.

Were a satisfactory number of fish meal, fertilizer and oil plants in operation, there would be an opportunity to dispose of all the catches, although the returns would be small.

The Carleton waterfront, once great alewife fishery waters.



public demonstrations, showing the alewives in the barrel and cooked in various forms.

Hawaii and China are markets for cheap fish. The fish to be popular in both these countries must be low priced. The alewives, if sold judiciously, allowing for a reasonable profit only can be built up into a staple article of food in both Hawaii and China.

Were the governments of the United States and Canada to manifest a real interest in the alewives fishery, the solution of the marketing problem could be located. The first step would be for joint action. However, if this were not feasible, individual action would accomplish a great deal in opening the new markets. Tests could be made of the alewives, both smoked and salted, in the various countries, as to how the public reacted toward the fish.

The producers could supply samples of the smoked and salted gaspers, and representatives of the governments, could tour each of the countries in the Orient, giving the public demonstrations, and offering samples of the cooked fish to everybody. It would be essential to prepare the fish under national conditions in each of the countries, in order to get the maximum in results.

Now, let us survey the markets in the United States and Canada.

During the war period and until 1923, the people of the nation and dominion seemed willing to pay the comparatively high prices for the fresh, smoked and salt alewives. Fish

Several years at the very least will elapse before enough of these factories will be working.

Recently, approximately 15,000 barrels of the salt gaspers were begging buyers at almost any price in New York. At about the same time, there were about 8,000 barrels in Boston with no buyers in sight. At Halifax, N. S., were about 7,000 barrels; at St. John, N. B., about 4,500 barrels. Providence, New London, Newport, New Bedford, Portland, Gloucester, Philadelphia, Fall River, Portsmouth, Provincetown, Plymouth, Rockland, Biddeford, Bath, Belfast, Eastport, Lubec, Yarmouth, Grand Manan, including North Head, Grand Harbor, Castalia, Whale Cove and Seal Cove, Campobello, Deer Island, Weymouth, Digby, Annapolis Royal, Hantsport, Dipper Harbor, Beaver Harbor, St. Andrews, Black's Harbor, Robbinston, St. George, Clarke's Harbor, Lunenburg, Liverpool, etc., have far more alewives than, apparently can be sold under existing conditions at a profit.

Hardly a port along the Atlantic and abutting bays but what fish producers salt their own alewives. Many of them have smoked these fish, too.

In some of the ports, the 1928 season on the gaspers passed without one of the fish being either smoked or salted for other than family consumption. The producers devoted all their efforts, to marketing the fish while fresh. The demand for the fresh alewives has been considerably firmer than for the fish when smoked and salted.

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By Harold V. Cunningham

GOOD hauls of mackerel were made by the Prospect fishermen early in October, when the fall run of these fish struck the coast. Fishermen at Herring Cove also, did well, Joseph Reyno getting nearly 900 in his net. Fishermen are getting 12c a pound on the Halifax market for these fish.

After undergoing an overhauling at Lunenburg, the schooner, *A. Hubley*, Capt. A. Hubley, returned to Hackett's Cove early last month, and is again ready for fishing.

Capt. Robert Nutter and the crew of the fishing schooner, *Guinea Gold*, had narrow escapes from drowning when the vessel sprang a leak while off North Sydney on October 3rd. When the ship started to fill, Capt. Nutter ordered his men to the boats, and they were picked up by the French trawler *Sagittaire*, and brought in to North Sydney. The *Guinea Gold* was valued at \$5,000.00, being equipped with a crude oil engine, valued at \$2,500.00, which Capt. Nutter hopes to save along with other fittings.

The run of herring, which has been exceptionally good this year, continued into October. Good catches of the fish were made at Indian Harbor early in the month, the fishermen averaging 2 to 6 barrels a trip. West Dover fishermen also did well.

The swordfishing season closed early last month. Among the last of the cargoes of these fish to be landed were brought into Halifax on Oct. 7th, by the *Greenbough II*, Capt. Steffen Alward; the *Sealer*, Capt. Rufus Watson, and the *Ada B. H.*, Capt. Hatt. The latter vessel had 14 swordfish netting her \$900.00. Schooners returning to Indian Harbor from the swordfishing were the *Lottie M. Blanche*, Capt. Freeman; *Rebecca M. L.*, Capt. Otto Garrison; *Attention*, Capt. Laurie Hubley. All had good catches.

Fishermen along the south shore will be interested to know that the Lockeport Fish Company are making big improvements to their plant. Three new smokers have been built and the dressing sheds have been enlarged. A new and modern building with the lower story of concrete, is being erected. Cement forms are being installed and on one side the smoke house is located and is fitted with the very latest appliances for treating the fish in this manner. The equipment will include steam heat and steam pumps.

Launched at the Shipyards of J. Ernest and Son, Mahone Bay, early in October, the motor ship *Nova I*, will be the first fishing vessel of her kind to operate in North American waters. The *Nova I* is built after the type of the *Danish Seiner*, a description of which was given in a recent issue of the ATLANTIC FISHERMAN. She is being built for the Nova Fisheries, Limited, of Halifax, and will make her headquarters at that port. The Company proposes to operate a fleet of this type of fishing vessel. Prominent in the Company are A. M. Flemming, of A. M. Flemming & Co., C. E. Zinch, of Dartmouth, and Capt. C. Moller, who will command the new trawler. It is expected the *Nova I* will be in operation in a short time. She is built with an all steel frame, flanked with oak, the construction of the hull having been designed to give her exceptional strength. She was built under the direct supervision of Capt. Moller. She will carry a crew of five men.

The opening of the scallop fishing early last month, saw sixty modern scallop vessels, representing a money investment of over \$250,000.00, in operation. The vessels are now engaged in the fishery in the Bay of Fundy, where the most important scallop beds are located. The growth of the scallop fishing industry has been nothing short of remarkable. Five years ago there was only one small boat dragging for the shell fish in Digby Basin. Today every port in Digby and Annapolis Counties is represented at the beds. The market for the fish this year is good, with the American markets paying \$6.00 a gallon, the highest price in three years.

Beginning October 15th and continuing until Nov. 15th, there was a closed season everywhere in Canada for lobsters.

The season in the Northumberland Straits closed on Oct. 15th. It is interesting to note that the seasons for fishing the crustaceans is so varied in Canada that there are only 45 days in the year when lobstering is prohibited at all ports in the Dominion, although the average number of fishing days in any one of them is but 72 days a year. Recently the American demand for lobsters in the shell improved considerably and surpluses accumulating during August went into consumption.

At a recent meeting of the fish canners section of the Canadian Manufacturers Association held at Amherst, the report of the Royal Commission on Fisheries concerning lobster shipping was discussed, and those recommendations relating to size limits were considered adverse to the best interests of the fishermen and canners alike. The canners propose to make representations to the Government against the proposals contained in the report, stipulating the size of lobsters to be caught.

Confirming previous reports, Capt. Edgar McCarthy of the schooner, *H. H. McIntosh*, on his arrival at Halifax early last month from Labrador, states that the catch by the Labrador and northern Newfoundland fishermen has been very poor this year. The catch, he stated, was away below the average, and that the fishermen are feeling the situation very keenly. The *H. H. McIntosh* brought to Halifax 2,000 quintals of dried codfish for A. & M. Smith & Company. Another schooner in from Labrador to Halifax was the *Silver Thread*, Capt. Cox. She carried about 2,500 quintals.

What constitutes almost a record catch for the port, was brought into Herring Cove early in October, when the twenty odd boats, which operate out of the port, brought in a total of 500 barrels of herring in one morning. Some 350 barrels the following day. The run was one of the best in the history of the port. The catch was sold to the National Fish Company and the fishermen averaged from \$40.00 to \$125.00 each.

Prince Edward Island's total fish catch for the year up to August 31st was valued at \$912,340.00, as follows: lobsters \$738,714; smelts, \$39,629; herring, \$58,089; mackerel, \$15,532; cod, \$44,912; hake, \$5,836; haddock, \$1,361; clams, \$25; quahaugs, \$2,755; tomcod, \$3,702; salmon, \$1,000; caplin, \$216; crabs, \$104; scallops, \$465. The fall catch of mackerel this year will be far greater than last year, while herring will show a decline. Cod are bringing \$2.00 a quintal more than last year.

A school of black fish visited Sydney Harbor twice this fall. It is a common sight, it is said, to see them disporting themselves in the waters of Florida beaches but it is a very uncommon one to see them in Cape Breton waters at all, and still more uncommon to have fish large enough to disport themselves in tipping rowboats and canoes, for apparently lacking the means of tumbling themselves around, they upset two boats, the occupants having to be picked up by boats sent out from the shore. It is thought that disturbances in Florida waters was the reason for their coming north. On both occasions they hovered round one day. On their first visit some were killed and when they washed ashore the odor was so bad that people were warned if any more were killed, the person so doing would be responsible for their removal. Needless to say none were killed on the second visit. However, they had a large audience on both occasions and were no doubt better pleased with their reception the second time, when they avenged those killed on the first visit by upsetting the boats.

Re-Establish the Alewife Market

(Continued from Page 23)

The slump has resulted in the plants operated by wholesalers and manufacturers, handling little or none of the alewives. This is in direct contrast to the conditions up to about ten years ago, when this type of fish was handled most at these plants. Without the gaspers it has been found useless to operate these smoking and pickling plants in many cases, and they have been closed.

Today, the producers, wholesalers and manufacturers of fish, are anxious to regain the lost prestige and sales for the alewives. The depression has been strongly in evidence only a few years, comparatively speaking.

With so much dead weight in the smoked and salted alewives on their hands, operators of the plants including the producers, would find it beneficial to give at least part of the unsalable fish for public distribution. This in the hope that new markets would be opened or the lost markets regained, the latter at least in part.



By H. R. Arenburg

THE returns from the summer trip of the Lunenburg fishery fleet show an exceptionally good catch for the summer season. The good average catch and the comparatively high prices of fish at the present time will make the year a most successful one, financially, for the industry. The vessels engaged, together with the quantities in quintals of fish landed by each are as follows:

Schooner	Captain	Catch
Lucy Corkum	Corkum	2700
Elizabeth Ward	Corkum	2600
Pauline Winters		2600
Antoga	Parks	2500
C. B. Crooser		2500
Maxwell Corkum	Corkum	2500
L. J. Thomas	Himmelman	2400
Mary Pauline	Romkey	2400
Eva Colp	Colp	2400
Robert Badale	Mosher	2400
Marie Spindler	Spindler	2400
W. E. Knock	Deal	2300
Jean Smith	Selig	2200
Andrava	Lohues	2200
Marion Elizabeth	Westhaver	2100
C. A. Anderson	Mosher	2100
Jean M. Madelyn	Deal	2100
Clarence J. Morrow	Cook	2100
Partanna	Tanner	2100
Mona Marie	Ritecy	2000
Marjorie Backman		2000
Marion B. Wolfe	Thornhill	2000
Annie B. Gerhardt	Gerhardt	2000
Bluenose	Walters	2000
Sigrid Amanda	Jorgensen	2000
Lucile M. Smith	Corkum	2000
Haligontian	Crouse	2000
Robert J. Knickle	Knickle	2000
Bernice Zuick	Lohues	2000
General Haig	Backman	1900
Grace Brown	Tanner	1800
Nina M. Corkum	Corkum	1800
Democracy	Zuick	1800
Margaret K. Smith	Whynacht	1800
Neva Belle	Wentzell	1700
Vera Thorahill		1700
Donald Crooser	Crooser	1700
Edith Newhall	Mosher	1700
Beatrice Beck	Beck	1700
Gilbert Walters	Walters	1700
Hermada	Walters	1600
J. E. Conrad	Conrad	1600
John Mackay	Mossman	1600
Jean Shirley	Wharton	1600
Golden West II	Getson	1600
Progressive II	Knock	1600
Mary Hennigar		1500
Glacier	Zuick	1500
Margaret Tanner	Tanner	1500
Mary Grey	Lohues	1400
Delawana	Cook	1400
Frances Spindler	Spindler	1400
Jennie Elizabeth	Ritecy	1400
Douglas Mosher	Mosher	1400
Mahaska	Cook	1400
Grace Boehner	Tanner	1400
Pan American	Knickle	1400
Bertha Walters	Conrad	1300
Kathleen Crooser		1300
Nina Conrad	Conrad	1200
Agnes McGlashen	Crouse	1200



By James J. Wallis

THE latter part of the month of September and all through the month of October to the present have been very poor from the fisherman's point of view—not that fish have been scarce but the weather has been such that the boats have only been out a few times. The local catch has not come up to the requirements by any means and the wholesale dealers have been at their wits end to know how to meet the demands. When the boats were able to get out they found fish plentiful—and so were the dogfish. So between bad weather and dogfish the fishermen have not had much to boast about during the past few weeks. "Down the Neck" they have had a little better luck than those fishing out of the Gut and the fishermen of Centreville and Tiverton have done fairly well, the catch being principally hake, and pollock have been fairly good at Freetown and Westport. The weirs, particularly that at Seawall, are taking a few herring.

The scallop season opened on October 16 and of course the weather has been a serious impediment to them also. When they have been able to get out the boats have averaged fairly well but nothing phenomenal. The price is down which does not tend to cheer the operators. A large number of boats are employed—the value of the fleet dragging out of Digby is estimated at about a quarter of a million. The federal government has taken active recognition of the importance of this branch of the fisheries and has stationed the steamer *Arleux* here for the scallop season to protect the fleet. The steamer goes out when the boats go and returns after the last boat starts home. The fishery is prosecuted in the season of the year subject to sudden changes and many accidents have taken place through a sudden storm when the boats were on the ground, accidents which could have been alleviated had a steamer been on the grounds. Now the government has supplied the protection so often asked for and no doubt the wisdom of the move will be proven in due time.

The search for new scallop beds is still being continued. During the close season just closed several have been located and now dragging operations are being carried on further up the Bay—off Margaretville and in the Minas Basin. Fishermen have frequently hauled scallops up on their trawls in those waters and it is expected that some quite large beds will be found. Only a few of the beds so far discovered are being worked. The scallop has taken a foremost place in the fisheries of Western Nova Scotia during the past eight years since the first bed was discovered in the Annapolis Basin.

Angus Myra	Myra	1200
Manuaga	Wamback	1000
Daisy Marguerite	Smith	800
Harmona		700

Capt. O'Neil of the fresh fisherman, *Astrid W.*, met with a very painful accident on a recent trip. While cutting bait on board the vessel at sea, the captain accidentally severed the top from his thumb.

The baby trawler *Geraldine*, while in port the first of October had installed a wireless outfit. The set installed is a Marconi.

J. S. Walls of Lockeport, who, until recently, was superintendent at the Cold Storage plant of the Lunenburg Sea Products, Ltd., has accepted a position at Yarmouth.

During the past few weeks a large quantity of the fish landed from the Lunenburg fishing fleet have been cured and delivered to the local merchants. These fish are now being rapidly moved to market. The price is fairly strong and expectations are that fish will be higher.



By Cecil Boyd

THE old saying "There's always something to make the rabbit's tail shorter" popped up in my mind, as I began two or three days ago to jot down the required notes on the local shorefishing for the past month. It is said sometimes, that "Life is just one darn thing after another", and it seemed so with the shorefishing at that time. With the prices paid to the men who catch the fish having climbed up and settled at figures higher than any known here for many years, the Weatherman took it into his head to act nasty, and during the month of October, up to that time, (the 21st), puffed and blowed with discouraging regularity. Dogfish, too, were very plentiful on the offshore grounds.

However, I had to put my notes away unfinished at that time, and today, (October 28th), as I go on with them again, it is very pleasing indeed to be able to sing a different tune. The week that has since gone by has proven a very profitable one for our local shore fleet, one of the best known for some years at this time of the season. The bigger boats got four fishing days out of the week just past, some of the smaller ones had only three days as they did not get out Saturday, but splendid big catches were taken each day. Captain Charles Mosher in the *Hookomock*, who goes coasting as a rule, but switched back to fishing a few weeks ago, brought in 19,700 pounds one day, and good fares, though somewhat smaller, the other days. He carries six dories, his schooner of 42 tons, being the biggest member of the Canso fleet at present. The *Sarah Pauline*, Captain Frank Lohnes, carrying five dories, had as high as 12,000, other 3 and 4 dory boats went up to 10 and 12 thousand, a single dory boat had 3,000 and so on through the mosquito fleet. With the prevailing price for this week, of \$3.00 for steak cod and \$2.25 for market cod and haddock, there is no difficulty in making good money. Captain Jake Manuel's boat, it is understood, made the highline share for the week, about \$80, and several others ran Jake's craft pretty close, being up in the seventies.

With such good prices as those just quoted, and with any half decent fishing weather for the remainder of the fall and winter fishing season, the present year should prove one of the tiptop ones so far as the shore fishermen of Canso district are concerned. The prices here began mounting towards the end of September and reached their present level several weeks ago, as the result of a little competition among the local dealers. An effort is being made by the Fishermen's Federation to get the prices at other sections of the provincial coastline to level up with those ruling here.

Some anxiety was caused at Canso on October 17, when two local fishermen, William Dort and Howard Fitzgerald, who had gone out on the grounds in the morning of that day, failed to return to port that night. As they carried no food or water, and a heavy fog prevailed, the usual fears under such conditions were felt, but, fortunately, they turned out to be groundless. They got into Ketch Harbor, a little inlet on the coast outside of Canso harbor during the night, and the following day were brought back home by Captain Frank Hawes in his fishing boat, the *Irbessa*. Perils and mishaps of this kind, often with more cruel results, are part and parcel of the fisherman's calling, and it is a strange season, that has not its share of them.

Relatives and friends of Harvey Power and Nelly Myers, of E. Jeddore, Halifax Co., two fishermen who left home in a 32-foot fishing boat for Canso on Oct. 2nd, became some alarmed when by the middle of the month, they had failed to hear anything from them. It was just a case, however, of neglect to send word back home. They had arrived safely at George's Harbor, Grass Island, Canso, and after remaining a week or two here returned home again.

A few mackerel have been coming in locally from the netters, but up to this date no big catches have been taken at

Canso, although there was one good school landed a few weeks ago at Fox Island, less than ten miles up the Bay. There has been some jigging of squid around the shore also.

As mentioned in my last month's letter, the Canso and District Board of Trade has been co-operating this year with the local Fishermen's Federation in the consideration of matters arising in connection with our local industry, and affecting the welfare of this business, which is of such vital concern to Canso and vicinity. In the carrying out of this co-operation, joint meetings of the two organizations or their executive committees have been held from time to time, as need or occasion arose. One such was held in the Town Office on the evening of October 25th. The President of the Board of Trade occupied the chair, and there was a good attendance from the fishermen's organization.

The most important question which came up, and on which action was taken, was the problem of how to improve the boat fishing fleet of Canso, and bring it back to its former strength of years ago, when this port harbored one of the finest fleets of shore fishing craft of various sizes to be found anywhere around the Maritimes. During recent years, with the discouraging conditions which have been in evidence in the industry throughout Eastern Nova Scotia, this fleet, such a big asset to the place, has gone down hill to quite a large extent. The number of craft engaged has been reduced, and the efficiency of those remaining has been impaired. A good many of the larger boats of that former period have been sold, outside of the district, (in many cases being converted by their new owners into the tempting pursuit of rum running), and of those still remaining here, a number are now reaching, or have reached, their dotage, and need to be replaced by something newer and more suitable for the local fishing conditions of today. For today, the offshore fishing, as was emphasized by several of the Federation speakers, has to be carried on farther off in deeper water, than used to be the case some years back, when most of the small boats operated in Chedabucto Bay.

After the situation had been well explained by the fishermen representatives, and discussed thoroughly by all present, the following resolution, moved by Cecil Boyd, seconded by Captain John Kennedy, Jr., President of the Canso Fishermen's Federation, was passed unanimously:—

"Whereas, as a result of the widespread depression, which existed in the shorefishing industry throughout eastern Nova Scotia for several years past, the number of suitable boats engaged in this industry, has been greatly reduced, many of those still remaining being old and in need of replacing; and

"Whereas, the present year, bringing with it greatly enhanced prices and prospects for our fishermen producers, now sees a bright future of recovered prosperity presently dawning for all engaged in the industry; and

"Whereas, as a consequence, many, who had been forced by unfavorable conditions to abandon the calling, are again anxious to return to it, but are prevented by the lack of suitable fishing craft, which they are financially unable to provide, (this being also the case with some of those present operating in old, out-of-date boats, which they must replace with more suitable ones); and

"Whereas, it is one of the first duties of government to actively assist, in every way possible, our primary producers, who have little wealth or financial resources at their command, in developing our natural resources for the benefit of all the people; therefore,

"Resolved, that this joint meeting of the Canso Board of Trade and Canso Fishermen's Federation request the Department of Fisheries to immediately take steps to investigate the matter, with a view to providing financial assistance to bona fide fishermen, in procuring suitable fishing craft, either through a 'system of long term loans, or otherwise, as may be found practicable'."

Copies of this resolution were forwarded to Wm. Duff, M. P., at Ottawa for this constituency, Hon. J. L. Ralston, Nova Scotia Cabinet member in the Federal Government; Hon. P. J. A. Cardin, Minister of Marine and Fisheries; Hon. E. N. Rhodes, Premier of Nova Scotia and W. A. Found, Deputy Minister of Fisheries.

During the discussion on the resolution, there was some talk on the possibility of forming a company of local investors to provide a boat or two for some of the skippers of Canso, by way of experiment. The Lunenburg system of financing was suggested by some present, and if the experiment proved a success, further additions might be made to the fleet.



By Joseph C. Allen

THE wind-up of October marks the end of a period of uncertainty with all Vineyard fishermen. Uncertainty because all signs and rules regarding fall weather have failed utterly and no one has known how to plan. If a man figured on a breeze, it didn't come and if he forelayed to go out and commence his fall fishing, that was all off too for summer has stayed right with us and the weather is just right for raising baby chickens or other things that require plenty of sunshine.

While the lobsters have hung right on all through the month and there have been no blows to upset the gear, a number of the boys who set wide out have gradually brought their pots ashore fearing the usual breeze that knocks the gear for a row of wood-piles. The result is that they missed considerable fishing.

All hands are preparing to slay the cod when the time arrives and most of the gang are gathering their supply of bait. This business has had the boys pretty well worried for quite a while owing to some sort of a tiny parasite that killed the big winkles that they use. They get these big winkles or conchs in lobster pots and keep them in cars for weeks and months. They make a fine, tough bait for handlining and the cod bite well on them. Beside that, there is a ready market for all that anyone has to sell, the handliners from other sections of the coast coming into Menemsha Creek and Edgartown to buy them.

About the time that the boys begun to save them, the lobster pots begun to bring up quantities of tiny shells no larger than a pinhead. Shaped like little winkles, these creatures were of a dark color and so plentiful that men scooped them off the deck by the handfuls after hauling pots. They crawled into the big winkle shells and killed the winkles in a few days after they were caught and the boys have been very much disturbed over the fact. Of late, however, they find that pots set well inshore will catch plenty of winkles but do not seem to have any of these tiny pests in them when hauled.

The cod are very plentiful on the offshore ledges and a good season is assured once they work in. Schooners are handlining there now and bringing good fares into the New York market.

Beside the butters that are still hanging on inshore, there are plenty of small mackerel. Larger than bulleies, they are in the finest condition and market well. The traps are

The Vineyard Gang Getting Ready for Georges



Upper Left: Captain Bob Jackson of the Schooner Hazel M. Jackson.

Lower Left: His crew at work on their otter trawl.

Center: Cal Earle. He tells 'em all!

Upper Right: The Liberty. Captain Claude Wagner, high

hook of the swordfish fleet. Someday we'll get a picture of the skipper himself.

Lower Right: Hewing the keel. Erford Burt with the broad axe, Manual Swartz with the spiling stick. The rest are also more or less celebrated.

The trap-fishermen have rather split things up among themselves. Some of them have been more or less torn up by rafts of seaweed and the swell working around their gear and these have hauled out their twine and quit for the season. But there are still several sets of gear that are in commission and fishing, and the daily catch, right up to the time of this writing, runs more to butters than anything else, which shows plainly that the water isn't cooling up at all.

Swords have long since disappeared from these waters. Those fish seem to know how to tell what month it is and move accordingly regardless of weather conditions. It is not so with other species for the cod, usually biting well inshore by this time, are still so far to sea that the few boats fishing for them have to carry three weeks stores to last them out and back. As the boats are small, being the summer lobster fleet for the most part, very few of them are doing much fishing, knowing full well that a little cool snap will bring the cod in under the land where they are handy to get at and moreover, the weather or feed will make them keep better.

getting their cut at them and a few boats are still drailling with fair success.

We had a little flurry of blue-fishing, the first in thirty-odd years, and there have been more striped bass caught on handlines this fall than for a generation. They are still running quite plentiful, but the commercial fishermen don't seem to get many of them hereabout. Along the Cape Cod shore in the vicinity of Chatham, they have been slaughtering them and clearing about thirty cents a pound on the catch.

Warm weather has delayed the start of the dragging for flounders and the black-backs are just beginning to show up a little. What few have been examined, are fat and firm, but the roes do not appear to be fully matured. One might almost suspect that the late fall had delayed the spawning season, but as only a few fish have been overhauled, this rule may not hold good for the body of fish.

The scallop season started on the cape this month and no one can recall having seen such a catch before. They ran the best and largest on the Mattapoisett side of the bay, but

there were plenty of them every where. The limit to a boat is twenty bushels and there were so many scallops that as many as five different crews were reported to be using the same boat in a single day, each crew getting all that the law allowed. Between three and four hundred boats were engaged and still are, for that matter, and this practice of changing crews was said to have been followed to a considerable extent at the opening of the season.

What the amount of the catch may have been during the first week, no one knows, as it was split several ways, some men selling to local buyers and others shipping to various points. But the markets were loaded so heavily, that the towns agreed to fish only three days a week, after the first one, and followed that plan for a short time. There is still fine fishing there, and although the daily catch is decreasing, it is better even now, than the peak of the season in recent years.

Here on the Vineyard, the scallop season opens at Edgartown on November first, and all hands say that the harbor and bay are rammed, crammed full of them. At Gay Head, the season will open later, and there also, a good supply is reported. Chilmark alone is hauling a clean ground, no scallops having been seen.

A trifle of news to entertain the worthy brothers. Capt'n Ernest Mayhew of Chilmark, whose picture graced the page of the ATLANTIC FISHERMAN last month, is making heavy preparations for the coming of winter and the duties attendant upon the winter fisherman. Said preparation consists in part, of storing up energy by packing away all the calories and vitamins that his cargo space will accommodate. Ernest puts away a dozen hard-boiled eggs at a sitting and never bats an eye. He ought to be able to stand plenty when he gets all fuelled up.

Henry Vaughan, who goes mate with Capt'n Steve Gardenier, fills in his spare time making all kinds of scrimshaw work. He has made about fifteen fathoms of horse-hair chain this summer. 'Tis no use to ask where he got the horse-hair, he won't tell. But having run short of hair, he is at work on the forty or so of sword-fish bills that he has been collecting. Some of these are decorated with seascapes and fishing scenes while one of them is set full of rhinestones and shines like the lights on the New York skyline.

Capt'n Horace Hillman of the schooner *B. T. Hillman*, is reported as making a miraculous recovery from an illness a few weeks ago. The capt'n had come in from Georges feeling rather bilgy and gone to bed. Nothing seemed to help him any and his crew was walking around in circles asking each other what should be done. Manuel Swartz suggested holding a wild goose under his window and making it honk, and this scheme was carried out.

According to reports, the first call of the wild Canadian brought the cap'n upright in his bunk. At the next call the skipper jumped from a sitting position clear over the foot of the bed, landing on his feet. Grabbing his pants in one hand he made a bee-line for his gun and with that in the other, he headed for the great open spaces hitting the ground only about once in seven yards. There hasn't been a thing wrong with Capt'n Horace since.

Warren Vincent of Edgartown met with a bunch of misfortune while coming out of Woods Hole in a big launch that he had just bought. The steamer *Iduna* of Naushon, hit him on his starboard side, knocking a hole in his boat about six feet fore and aft and four feet wide. His copper sheathing held, and kept him afloat until he could be towed in.

On the eighteenth of the month, the Gloucester seiner, *Antietam*, a converted steam yacht, went down about twenty miles sou-west of Nomansland. Her crew of eighteen men got away in the seine-boat and were picked up later by a coast-guard boat that took them into Woods Hole. Some of them said that a plank dropped off the steamer.

Norman Benson caught a twenty-foot sulphur-bottom whale in his fish trap at Quisset on the twenty-fifth. How it got into the trap is a mystery as the door is only four feet wide. It is supposed that the whale was chasing small mackerel and that it may have sprung the spiles enough to enter the bowl of the trap. A breeze prevented Norman from hauling that day and when he did go to the trap the whale was dead and had sunk.

All hands thought they had got fast to Davy Jones himself until they got the critter up where they could see it. The tail was seven feet across the flukes, which gives an idea of its size.

Maine Activities

(Continued from Page 17)

quite a quantity of small horse mackerel which are not included in the total given above. These small fish would, of course, be passed up by the men after the larger fish, but the gill-nets held a lot of them. The *Anna C.*, Captain Ole Christenson, brought in 270 pounds one day of horse mackerel ranging from 30 to 40 pounds in weight. If these smaller tunas are now inhabiting Gulf of Maine waters as seems to be the case, it will be an added incentive to the sportsmen who hope to land them with rod and reel. It was not generally known heretofore that anything but the really big leaping tuna schooled along the western Maine coast.

As a rule fishermen don't eat very much fish themselves, but in the fall of the year one may depend upon all the veteran Casco Bay fisher folk to salt down a winter's supply of cod or pollock. The old timers have a knack in producing the sort of salt fish you read about in ancient times but can't buy. So about now the oldsters lay in from 300 to 400 pounds preferably of pollock, though cod is all right.

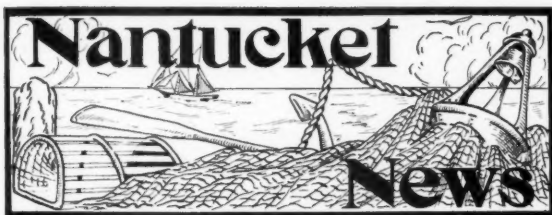
Near the mouth of the Saco River at Camp Ellis the clam diggers have frequently to walk half a mile or more from the flats to their homes. Several of them have rigged crude wooden yokes which rest on their shoulders. Ropes hang from either end to which are tied the full baskets of clams making it comparatively easy to carry them long distances without much exertion.

October 20 found the sardine packing season practically ended around Casco Bay. Of the eight factories only one or two were running intermittently when any particularly desirable fish were brought in. Practically all the Portland, South Portland and Yarmouth plants had secured all the fish they needed. The sardine packing business in recent years is more intensive than in earlier days. Formerly the fish abounded along the coast from early spring until late fall. The factories started in packing April 15 and kept at it until the legal end of the season Dec. 1. Nowadays, however, the fish of early spring and late fall are scattering, offshore and expensive to get. In August and September they abound and that's when the packers make their killing, so to speak. Instead of putting up 2,500,000 to 3,000,000 cases a year as they once did, a total pack of 1,600,000 or 2,000,000 at the highest satisfies them. It prevents large holdovers and price slashing in the spring not to overstock. The Casco Bay packers did not have to look elsewhere for fish and say that their 1928 pack is the best in size and quality of the herring that they have been able to get in several seasons. One South Portland packer estimates the total Maine pack this year at 1,700,000 cases.

The first of the three steel trawlers being built at the Bath Iron Works for the Atlantic & Pacific Fish Company, of Boston, previously described in detail in ATLANTIC FISHERMAN, was successfully launched October 17. It was the *Boston College* and was christened by William F. Flynn, of Dorchester, Mass., senior class president of Boston College. Mr. Flynn smashed a bottle of ginger ale on the trawler's bow and also liberally sprinkled President William S. Newell, of the Bath Iron Works, who accepted the baptism gracefully. The sister trawlers now nearing completion are the *Holy Cross* and the *Georgetown* and the Bath Iron Works plans to launch them November 15 and 30 respectively if all goes well. If these big diesel-powered trawlers prove as economical of operation and as efficient in every way as they are expected to prove, it is understood the owners will build one or two more. In this event Bath hopes its fine plant will receive another good contract.

Violating the Maine lobster law in any way is pretty expensive business under the present fishery laws, but thievery, which is not included in those regulations, is even more costly. Port Clyde lobstermen have been missing lobsters from their cars for two years or more. Recently Burton Clark kept vigil during a dark night and caught and held one of a trio who were pilfering his car. A second marauder was rounded up later but the third escaped. In the Rockland Municipal Court, however, Wendell Flint and Ralph Harris, of Rockland, pleaded guilty to the larceny of seven lobsters from Clark and were fined \$80.

The little 60-foot gill-netter *Anna C.*, Captain Ole Christensen, which operates out of Portland, brought in 10,000 pounds of fish three days successively. Each day she found the market practically bare so her stock for the three trips amounted to \$1600.



By Isaac Hills

NANTUCKET fishing interests are centered around the coming opening of the scallop season, November 1st.

John S. Cross, veteran of forty years in the marine motor industry, reported the sale of over fifteen Hubbard machines to scallop fishermen, all to be installed before the first, and ranging from five to fifteen horsepower.

The season promises a good opening in quantity and size, although there aren't many on the "Grass", and no definite

foot scallop boat, and found that she made good time, but when he decided to fish off shore in the *Phyllis J.* and let the boat fish on shares under another Skipper, he advised the reinstallation of the old Lathrop.

MADAKET

The Miller Brothers, the Wheldon Brothers, and Walter Jewett, are potting eels as usual, and report bait (sand eels) spasmodic, and scarcer than usual at this time of year. Eels, not too thick, and low in the market. Altogether, not a very satisfactory season.

Irving Sandsbury, has given up potting, and started work on the run eels in Madaket Ditch, and reports that there has been no heavy run into the Long Pond yet, although according to the ducks, the season is way ahead of time.

W. F. Jernegan has his scallop dory hauled out, and is installing a new five horse Hubbard, and outfitting what ought to be a good craft for shoal water work, drawing about twenty-six inches, idle.

Toney Miller's new power skiff, has proved to be a spanker, and can be seen on the harbor most any day, throwing spray into the clouds, even in a calm. Tony says that it took one man and a thousand yards of cotton three weeks to caulk her, and she is as dry as a hay rack.

Shots around the Island



Upper Left: Part of the Nantucket fleet at the Steamboat Wharf. Scallop boats in the foreground.

Lower Left from left to right: Fred Maddison, a Muskeget lobsterman and eeler; Ed Barrett, scallop buyer; Joe King, quohaug dragger; Bill Winslow, seiner.

Upper Right: The offshore dragger Clinton, Captain Robert Hendrick.

Lower Right: Some of the Wheldon's eel gear at Madaket.

finds outside, and these last are the store that is depended on in the latter part of the season.

Sam Jackson, otter trawler, has his boat on the ways for its fall painting, and the *Phyllis J.* is getting a real fall coat from stem to stern. Sam is one of the best known fishermen on the coast, and his present boat is well worthy of her skipper.

Captains Charles Ryder, of the *Annie Louise*, Bill Corlis of the *Ivanhoe*, Jack Hillier of the *Hope*, Leslie Trott of the *Victor*, and a number of others, are fishing off shore, and all report fairly good fishing, and fairly good prices, with several trips through to New York with a load on record.

Ellison Jackson tried out a Ford engine in his twenty-eight

WAWINNETT

Lobster pot buoys have disappeared from the surface, and the pots are stacked, and cleared for the winter.

Allan Backus has had a boat built for scalloping according to his ideas, and she has turned out thirty feet over all, with a seven foot beam, and an eight-ten Bridgeport four cycle, mounted forward in the cabin with outside controls and reverse gear. Seems to be about as good a combination as there is in the fleet.

SCONSET

Harold Folger and Arthur MacCleave have quit lobstering and started hand lining for cod on Little Rip. They report only fair fishing and a daily gale of wind.



By the Fisherman's Doctor

THE motorboat *Paispearl* which early in September was in collision with another and larger motorboat near Beaver Harbor, New Brunswick was taken to George Greenlaw's boat shop at southern end of Eastport in a badly damaged condition. It has been extensively rebuilt, and is now again in service.

In latter September, herring were not too plentiful, and many of the hands had several spells of loafing, however, it became generally understood that the larger plants would close sometime in October, and naturally with the closing of the factories would follow closing of the auxiliary plants.

ning plant has had a busy season and at times has been obliged to run night shifts, and less occasionally had to shut down briefly.

The season although it has been variable has been a pretty good one for the operatives, and so too for the weirmen and the boatmen.

The Seacoast Canning Company has been handling about a hundred hogsheads of sardine herring daily.

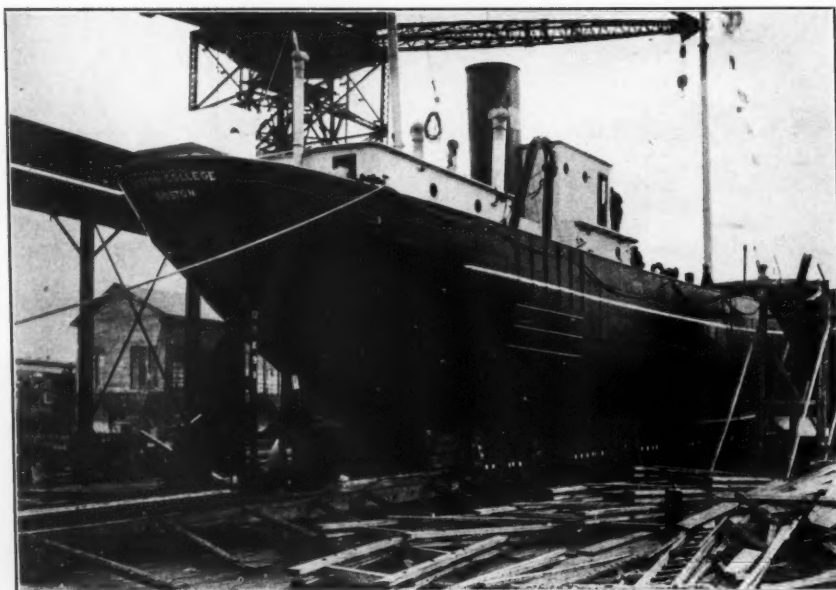
William H. MacNichol of the sardine firm has had a long illness but is again on deck.

The annual Fall custom of storing sardines in local houses and cellars has been going on for some time. This custom came about so that local markets would not be affected.

The large factory of the Booth fisheries closed Oct. fifth.

Eight of the ten Eastport factories have been in operation, and there used to be nineteen. Besides, there have been two at Lubec, and one each at Jonesport, Millbridge, Addison, McKinley and others at Rockland.

Smoked herring and boneless herring plants will be in operation largely during the winter months, but the can plants, machine shops, shook mills and saw mills, reduction plants soon close after closing of sardine packing season. Then, too, a large and costly fleet of motorboats and smacks will be hauled out for the winter. Large numbers of boatmen, weirowners and fishermen will have to resort to other labors.



*Trawler
Boston College,
Launched October 17,
by
Bath Iron Works
Corp.*

In Eastport the rate of taxation is .046 and the fisheries and allied industries contribute largely to Eastport taxes. Some follow: American Can Company, \$6,900; J. W. Beardsley Sons, \$816.50; Blanchard Mfg. Co., \$2,663.40; Booth Fisheries, \$2,838.20; E. A. Holmes Packing Company, \$2,500.30; McHoles Company, \$1,419.10 MacNichol Packing Company, \$1,973.40; Paispearl Products Co., \$531.30; M. C. Holmes Co., \$1,419.10.

Among the sardine packers of the past fifty years or more the same old companies have persisted, made good, and a new canner has been rather a rarity.

All through September and so far in October the tanners have advocated early closing of the sardine packing season, some have already stopped packing and a majority are ready. The pack is somewhat larger than that of last season, but there seems to be a limit to the amount the market will absorb. The extra busy seasons with a pack of more than three million cases may never recur. It seems that a larger advertising campaign may be worth while.

The MacNichol Packing Company closed about September 22nd. Herring have varied a good deal in supply, at different dates but on the whole there have been enough. The can-

Then more will engage in clamming, lobstering and fishing. The canning factories expect a good selling season.

There are plenty of large and satisfactory clams ready for the clamming season which is already starting.

The Ramsdell Canning Company and the Peacock canning company at Lubec have just closed for the season.

The English have invented and the Germans have manufactured a new machine which will bone, split, clean and head 2500 herring an hour in preparation for making kippered herring. Scottish and English fisher girls work at the rate of about one hundred and twenty an hour.

The body of Capt. James W. Lamson, former prominent lobster dealer of Jonesport, who was accidentally drowned last December, was recovered about the first of this month near Slate Island by Capt. L. H. Simmon, of Beals. He noticed the body about a mile northwest of Great Wass Island and summoned the coastguard. Funeral services were recently held.

The report of A. B. Hamor, keeper of Egg Rock Light, shows something of how much foggy weather we have had during the year. In May the fog signal sounded for 128 hours, 199 hours in June. In July 162 hours. And in

August the record was broken, for the signal sounded for 231 hours which averaged about seven hours a day.

One hundred bushels of herring from the Mussel Ridges weirs were landed at the dock of the Rockland Coal Company the first part of a lot of a thousand barrels which are to be pickled here and then to be shipped to Milwaukee.

The Missionary yacht, *Sunbeam*, has just recently been to Frenchboro and taken children of fishermen to Bar Harbor hospital for adenoids and tonsil operations. The *Sunbeam* is continuously rendering service to fishermen and their families.

During the past summer, a great many so-called horse mackerel have been landed at Portland for consumption as food. No one used to eat them, but as it became known that the horse mackerel and the tuna which was brought from the Mediterranean and southern California were one and the same species of fish, and really prized as food, then prejudice gave way. During last July more than 100,000 pounds were shipped to New York. The fishermen average about seven cents a pound for the fish, though the price varies from five to ten cents a pound. A Small Point fisherman landed three of them at Central wharf, about 1500 pounds for which he received \$105. The fish are weighed as taken from the water,

Captains Chas. Carver of Rockland and Cleveland Burns of Friendship who went on a scouting expedition prospecting for scallops in eastern waters recently returned and reported very unfavorably.

From a Courier-Gazette clipping we learn more about Searsport's skippers and Searsport ships. The first ship was the *Henry Leeds* of 379 tons which was built at Prospect Marsh in 1834 for Capt. Jeremiah Sweetz; 164 ships and seventeen steamers were commanded by Searsport skippers between 1834 and 1927. Forty-nine brigs, 49 barks, sixteen ships and fifteen schooners were built in Searsport. The largest craft was the ship *William H. Conner*, of 1496 tons built in 1877, for John Pendleton. Searsport has long been famous as the home of sea captains.

Raymond Gross has returned to Stonington and resumed lobstering after a busy yachting season.

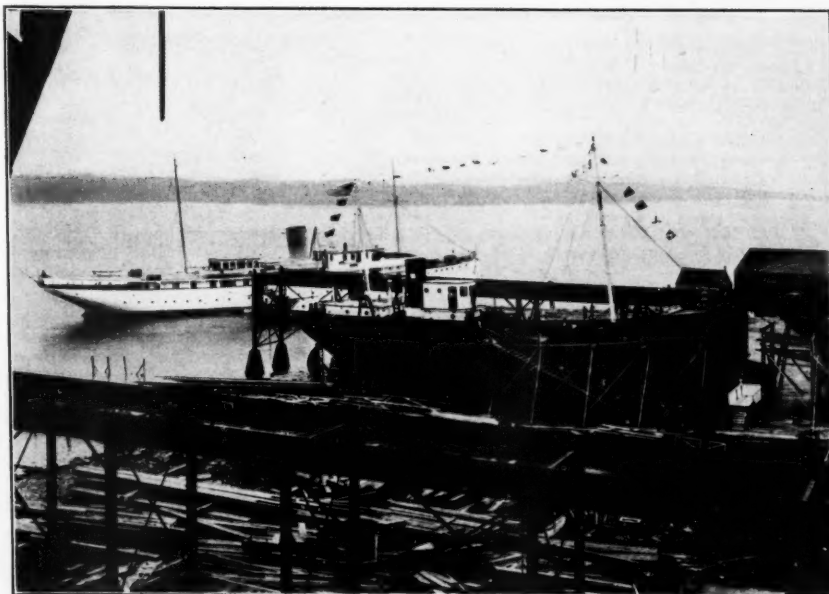
Clarence Howard Ward is having a new engine installed in his boat at Frenchboro and will resume business with herring and lobsters.

An old Atlantic Fisherman, Arthur Kent of Mansett has gone to New York to enter the Sailors' Snug Harbor.

Earl Kane has returned to Brookline after a season in yachting and will resume lobstering.

Another View of the Boston College

She and her sister trawlers, *Holy Cross* and *Georgetown*, which are to go overboard during November, are 123 ft. and have 360 hp. C-O engines and 120 hp. C-O auxiliaries. These are the trawlers built for the Atlantic & Pacific Fish Co., Boston.



but the cleaning and dressing takes away about ten per cent of their weight, as you might say—"on the hoof." Fishermen and sportsmen think it great sport to capture these horse mackerel with pole and line from motor boats. Great quantities of gear are smashed in the sport. Many a horse mackerel has raised havoc with the weirs of the herring fishermen, but now they are used as food matters are more evened up.

A large school of five hundred great whales recently appeared off the Farore Islands in the North Sea, and every available craft thereabouts was gathered in the attack and the people of Westman Harbor, the Farores, profited from the results.

In spite of lots of rough weather, more than fifty thousand pounds of groundfish were recently brought into Portland. The *Lochinvar* brought in 23,000 pounds; the *Verna G. II*, and the *Benjamin Thompson*, 3,000, and gill netters brought the tonnage yet higher.

The two stieker, *Bridget* and *Freeman*, brought a cargo of salted fish from Nova Scotia, and landed them at Freeport.

The effort to abolish the use of the seagoing terms of port and starboard isn't meeting with the favor anticipated by the proposers. The old long used terms are well established and hang well. Why should they be changed?

A large cargo of salt was recently landed at Rockland and the same vessel took out a cargo of salt fish.

P. J. Eaton and Alfred Dunham took a little fishing trip to Isle au Haut and incidentally brought back two barrels of fine fish.

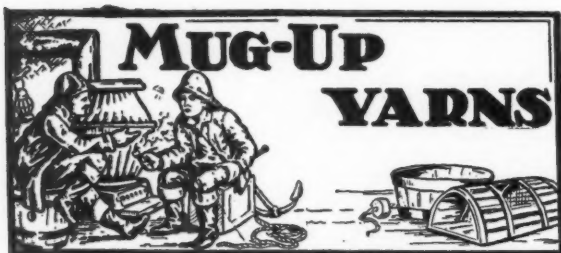
Everett Dunham has resumed lobstering.

Sardine factory No. 10 at Robbinston on the St. Croix River, of the Seacoast Company, and the large Holmes Company factory, which has been operated by Loring Holmes have recently closed and with the going of the operatives the town's population is much decreased.

There were large catches of herring this week, Oct. 17th, and five factories have resumed work. The can plant has reopened to supply cans.

Angus M. Holman, president of the Camden Sardine Company recently bought the Camden Anchor-Rockland property, and announcement was made that a sardine factory was to be erected there. It is a conspicuous locality, and prompt opposition arose. A special town meeting was held about passing an ordinance prohibiting sardine factories or similar plants, within a half mile of the postoffice. Such an ordinance was voted. The Camden Sardine Company is going ahead, however, and during the winter will remodel the property to suit its purposes. The Company will employ a hundred people and will have an average payroll of \$3000 a week.

(Continued on Page 37)



Too True

By Joseph Chase Allen

"*I beats my time*", said Capt'n Hank
*"The way thet humans, old er youthful
 Will swaller fiction like a shark
 But disbelieve a yarn thet's truthful!"*

*"I've spun a bunch of yarns, myself,
 And my wust jobs of fabrication
 Hev been believed far more than truth!
 Without no darned exaggeration.*

*"I told a bunch of friends, one time,
 About the island, I-Wan-Tay-No,
 Where sugar-cane was growin' wild
 Around the base of a volcano.*

*"And down the field, a stream of rum
 Came runnin', bubblin' like a fountain,
 From where the cane juice wuz distilled
 By heat from that air burnin' mountain!"*

*"Now that wuz jest a simple yarn
 Ez should be plain to any thinker.
 But, do you know, them friends of mine,
 They swallered it, hook, line and sinker!"*

*"But when I told 'em 'bout a whale,
 Whose blubber rendered o'er the fire
 Filled ninety barrels full of 'ile,
 They called me straight a cock-eyed liar!"*

*"That's why I say an honest man
 Is allus bound ter be mistrusted.
 While crooks and pirates forge ahead
 With every darned commandment busted.*

*"Fer folks won't recognize the truth,
 You couldn't make 'em if you tried to,
 But other stuff they swaller whole,
 And never know that they've been lied to!"*

The Vineyard's First Ortermobile

By Joseph Chase Allen

WHEN old Uncle Billy Manter run his mill at Roarin'
 Brook,

*He used to grind more meal that all Cape Higgon
 Folks could cook.
 So when he had his bins all full, and all his sacks as well,
 He used to take a load of it to Holmes' Hole to sell.*

*The road was crooked as a snail, and level spots were few,
 His cart wuz big and awkward, and the meal wuz heavy too.
 So when the wind wuz fair fer him, and breezed up good and
 strong,
 He rigged a squares'l on his cart to help the hoss along.*

*And often in the winter, when 'twuz blowin' ha'af a gale
 The folks saw Uncle Billy, jest a clippin' under sail,
 The hoss a trottin' easy, and the traces hanging slack.
 And they said, "Old Uncle Billy is a slick one fer a fack."*

*Years and years he sailed his wagon, with no bad results
 at all,
 'Till one day Old Uncle Billy got ketched in a sudden squall,
 Settin' forrad of the canvas, why he didn't see a thing,
 'Till the wind and rain together swooped and took him
 wing and wing.*

*Like a shot he started east'rd, gainin' headway more and more,
 Up the hill by Doctor Fisher's, like a flash past Gorum's
 store,
 Fer the cart wuz high and heavy, and the sail wuz big and
 stout,
 And the hoss he held his darndest, but he couldn't stick it out.*

*Down in Holmes' Hole the people run out doors to see the site,
 Under sail, a lumber waggon comin' like a streak of light.
 On the load wuz Uncle Billy keepin' her on even keel,
 While beside him, layin' ca'amly wuz his hoss a' eatin' meal.*

*Straight down towards the dock he thundered, never made a
 move to slack,
 When the wind, it up and shifted, and it took him square
 aback.*

*Without a jar or shakin' thet a human bein' could feel,
 Backed him square up to the grain store, where he used to
 sell his meal.*

*Uncle Billy hez been sleepin' in his grave for many years,
 And his hoss and waggon also hev forsook this Vail of Tears.
 But his fame has long out-lived him, and the memory is green
 Of the first dang hoss-less-kerrege that the Vineyard ever seen.*

Long Island Items

(Continued from Page 18)

canals and smaller bays. This is an ideal run for pleasure craft who are thus enabled to make a voyage that otherwise would mean an almost prohibitive run, around Montauk Point or by way of New York. Boatmen hereabouts are trying to get the interest of the government aroused to the extent of deepening the canal and its approaches.

Sag Harbor, as is well known at one time, was second only to New Bedford as a whaling port. In the local library are a large number of relics of the bygone industry. Whale trypts are scattered around for miles, used mostly on lawns to beautify the owners front yard. Occasionally, someone in cleaning or rebuilding the old houses, will run across some relic that has been hidden for years. Recently a pattern or model of a whale gun, invented by Capt. Thomas Royce, was found in a loft in the above village. From it were made in Birmingham, England, the first bomb lances that exploded in the body of a whale. Capt. Royce's first bomb carried 20 pounds of powder. The gun was held at the shoulder, and the recoil was said to be terrific. Capt. Royce, like most inventors, never profited from his invention which made millions for others and revolutionized the method of killing whales. He died a soldier of fortune in Mazatlan, Mexico in 1877.

Fishermen who squat on South Beach at Amagansett, are a little upset over orders recently given them to vacate. They have relied on reservations when beaches were sold to sustain their claim of privilege.

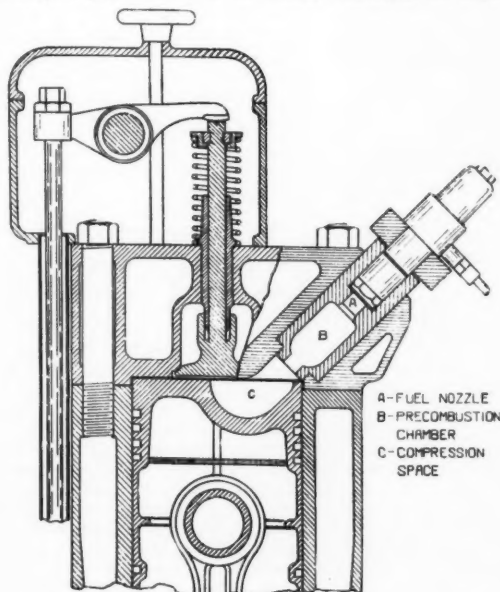
In Babylon on the shore of Great South Bay a number of residents are trying to cultivate clams. The Town Board as a means of encouragement, has adopted a resolution whereby it will lease land under water at a rate of \$1 per acre per year. One enthusiastic promoter, Mr. Herman Schmeelk of Copiague, has leased 107 acres for five years. He has begun to plant seed clams and plans to invest more than \$20,000 in the enterprise. The beds are abreast of Copiague and west of Cedar Island. Mr. Schmeelk will not seed all of his ground, on some he will plant clams for spawning, and this spawn will undoubtedly be carried by the tides to other beds and will restore the supply which may have been deleted by clambers. Mr. Schmeelk is particularly fitted for this experiment, as at one time he was one of the largest clam and oyster growers of Jamaica Bay, but as the Government forbidding the taking of shellfish from these waters he retired to Copiague. In studying the tides in and around Great South Bay he discovered that the spot opposite Copiague is practically devoid of any tidal current, thus making an ideal spot for his purpose. He should be given a great deal of credit for his activities in this direction, for as it will not only benefit him, it will help other beds in the vicinity.



The New Hill Diesel

WITH the oil engine thoroughly established as power for fishing vessels, the day is fast approaching when it will find equal favor in boats. A new model Hill Diesel which eliminates many complications of the small oil engine has recently made its appearance.

Although the latest Hill makes no claim to new principles, it has several features which are found in no other engines. To overcome combustion difficulties a metering pump delivers the required quantity of fuel under moderate pressure to a spray nozzle of simple design. This nozzle discharges into a pre-combustion chamber, where the fuel is gasified and shot into a dish-shaped combustion space. The object of the dish-shaped piston head is to reduce radiation of heat of



A—FUEL NOZZLE
B—PRECOMBUSTION CHAMBER
C—COMPRESSION SPACE

compression and to provide a deep section to receive the gas from the pre-combustion chamber without its coming in contact with cooled surfaces.

A finely divided spray is unnecessary with this system, as only partial combustion of the fuel in chamber (B) is required, the final and complete breaking up of the fuel being accomplished when the pressure in the chamber blows the gas out into the cylinder combustion space (C). This does away with the necessity of very small orifices in the spray nozzles.

Constructional details of the engine are worked out to assure no trouble. The fuel pump is of simple design; injection timing is accurately controlled; compression pressure is sufficient for instantaneous cold starting; pressure lubrication is used throughout; a hammer-forged, heat-treated and accurately ground crankshaft with interchangeable bronze babbit-lined bearings are employed; cylinders are of hard, close-grained iron especially alloyed; large doors permit access to the bearings; the pistons may be withdrawn without removing cylinder heads; all moving parts are enclosed and protected, making the engine clean and free from smoke.

The engine is built in two cylinder sizes, 5x7, and 6x10. The former is rated at 10 to 12½ hp. per cylinder at 800 to 1000 rpm. It is built in two, three, four and six cylinder sizes. The 6x10 engine is rated 15 to 20 hp. per cylinder at 600 to 800 rpm.

Byrd Expedition Depends on Kohlers

FIVE Kohler Electric plants are on their way to the Antarctic with the Byrd Expedition. On these five units, the pioneers of the South Polar regions will depend for all illumination, for power in the workshops, and for their only connection with the world outside via radio. The responsibility of these plants is therefore as vital as their selection was careful and critical.

Moreover, three of these plants will work their passage as all good sailormen should, a 5 K.W. unit being installed on the 500-ton auxiliary steam schooner *City of New York*, Commander Byrd's flagship. Two other units, each 2 K.W., will furnish auxiliary light and power on the supply ship *Chelsea*, while two additional 2 K.W. units crated, were shipped to Dunedin, New Zealand, for transportation to the base camp at the Bay of Whales, Ross Sea.

These 2 K.W. Kohler plants are similar to those in use by the United States government for air mail beacon purposes, and it was their consistent performance in this field that helped convince those equipping the expedition of Kohler dependability. On the Great Ice Barrier, these plants will be called upon to withstand an outside sub-zero temperature of from 30° to 60° F. and to be available twenty-four hours a day.

In addition to the chore of lighting from buildings, personnel, machine shop, radio station and storehouse, they are asked to deliver current for the operation of three powerful radio sending and receiving sets.

One qualification determined the choice of all material taken by the Byrd Expedition—it must be the best obtainable; and the more important the service, the more exacting the demands and thorough the investigation. The great mass of testimony from hundreds of satisfied yachtmen, ship owners, oil field operators, contractors, farmers, home owners, ranches, motion picture theatres, hospitals and scores of other forms of users was too powerful a proof of efficiency to be denied.

On craft of all sizes and types, there is a decided niche for Kohler electric plants. The great liners use them for auxiliary radio current—an electrical supply that is independent of the ship's engines. Yachts and smaller vessels find they adapt themselves most handily, both for illumination and for radio. Every day you will find more Kohler plants "going to sea" as they have done with Byrd.

Dragger Launched at Shelburne

(Continued from Page 14)

fastened and ceiled throughout with 2½ inch spruce.

She is 92 feet by 20 feet and draws 8 feet.

Her forecabin has quarters for eight men, and is roomy. Her hold is large for a craft of her size.

Power is a 150 hp. six cylinder, 8½ x 12, Standard diesel equipped with a sailing clutch. Auxiliaries include a Davenport horizontal oil engine for driving the fish hoist, compressor and a generator. A variable speed generator is belt-driven from the flywheel of the main engine. Both generators are 2 k. w. An Arco heater for the cabin, switchboard, batteries, pumps and an unusually good work bench are included.

The New England Structural Products Co., cooperated with the designers in laying out the trawl machinery. They furnished complete trawling outfit, including the nets, and the engine room auxiliaries. The winch is their Model C, which has a capacity of 300 fathoms ¾-inch wire. The installation is by Thompson Bros. Machine Co., at Liverpool.

As is seen by the profile, the vessel is ketch rigged with a jib, mainsail, and Marconi mizzen.

Rhode Island Notes

(Continued from Page 18)

stands for Motor Ship. Being as the aforesaid vessel *Brenton* contains 100 diesel horsepower she must be a M. S. Anyway with all this power they are having hard work to get her away from the dock and headed for the scallop grounds off Georges.

Trapfishermen at Seaconnet Point have been having a fine fall season, Capt. Frank Grinnell having been getting some fair hauls of butters when the trappers at Newport were having a rather dry time of it. Capt. A. E. Taylor, former manager of the trapping end of the Brownell Fisheries Co., is nearing the end of his second season as manager of Capt. Grinnell's trapping gear.

The Lamentations of Cap'n Josh

By Joseph C. Allen

Letter I

DEAR EDITOR:—

In my days of sea-farin', I have often run afoul of men that figured on hunting up a priest as soon as they make port and tellin' on him whatever sins they had committed durin' the voyage. It made 'em feel better and they showed it and whilst I never thought much about it in them days, the value of such a thing shows up plainer now than it used to.

In other words, I feel like tellin' somebody about the darn-fool things I do, and not havin' been brought up to do sech things in church, I set down and write 'em out fer somebody to read.

The more I mishandle my affairs and the worse I get stove up the more I feel like tellin' about it and right now I'm a' sufferin' like one of them old Christian martyrs, jest from pride, and to be honest, false pride at that. This is jest betwixt you and me of course, I wouldn't have Matildy hear of it for a schooner load of pearl-shell.

I could put an end to my sufferin' jest as easy as fallin' down the hatchway, fer it don't mean nothin' more than changin' my socks, but I be darned if I'll give in, not if it cripples me fer life, no, sir!

To begin with, Matildy and me hain't got no cause to go without anything that we want. We have got enough to keep us goin' and I'm still able to make a livin' fer the two on us. But twaan't always so.

Senec we signed articles to sail together morn' forty year ago, there have been some darned slim seasons and I calate that there are silver dollars in existence that still bear our finger-prints, because we grabbed 'em so hard.

Havin' lived through sich a spell, and a long one at that, I spose it's natural that we should both have a habit of keepin' a pretty close watch on our money, where it goes and when and so on. And so it happens that we have most of our disagreements over questions of economy that really needn't bother nary one of us a bit. "But sich is life and the habits thereof" as Grover Cleveland or maybe twas Chester Pease said once.

One more word of explanation, I am fussy about what I wear on my feet. I hate like the devil to wear new socks inside of boots and I always mark 'em "port" and "star-board" so's not to get 'em mixed up.

Matildy says that I'm worse than a whole fleet of old maids and maybe I be, but I hain't never had my feet crippled up none, leastways, up to now.

I was a' rummagin' through a sack of rags in the woodshed tother day, lookin' for a rag to clean a paintbrush, when I hauled out a sock.

It had some holes in it, but twaan't wore so bad and I hated to see it hove away because t'was a kind that I always like. I hunted a little more and found the mate and then I took 'em into the house.

Says I to Matildy, says I: "Don't you callate I could git

a little more wear outer these socks", I ruther hate to heave 'em away. I never had none so good in my life."

"No," she says, "I don't figger that you kin git anything more out of them stockin's, not as garments, anyhow. When I heave anything over the side it is wore out and you kin lay to that!"

"I kin recall a occasion when that rule didn't hold good," says I haaf-foolin'. She made a mistake and hove a brand-new suit of under-clothes into the rag-bag and it took her bout three weeks to find it. She's touchy bout it, too, and my remark riled her.

"Look here," she says, "fer forty odd years I've been a-handlin' your money and goods. I've managed to lay by some and keep a sheet anchor to windward. You never could do it, and never would have had the price of the scrap iron twill take to sink you, if t'adn't been fer me! Still you find fault, and if I was like some wimmen I'd walk through you with a handspike! Keep on and I'm liable to do it yet!"

All this is gospel truth, but it didn't sound so good to me. No man likes to be reminded of the follies of his youth. I think that's one of Will Manter's sayin's, or maybe I've got him mixed with Henry Ward Beecher.

"I never see nobody that loved to dig up dead and fergotten things like you!" says I. "It's a cussed wonder that you hain't turned the buryin'-ground upside down and inside out before now, jest to prove that old Pete Smith's wood leg was on the starboard side or that Jerushy Stevens wore a wig!"

"I jest come in here to see if you wouldn't coooper up these socks a little mite, because I like 'em, and here you go readin' me a history on the shortcomin's of my early life and blowin' off steam like a donkey biler with a pitch-pine fire under it!"

"Waal," she snapped, "you wear me out with your darn-fool notions of economy. You have wore them socks until they look like a chart of the South Seas, jest a bunch of little islands in a big patch of nothin'."

"They never cost no more than half a dollar, you've got your money's worth out of 'em and now you want to use up a couple of dollars worth of yarn and the Lord knows how much time, to say nothin' of my eyesight, patchin' on 'em up. By the Lord Harry, I believe that if you found a hors-shoe,

you'd go lookin' for a hors to go with it."

"You have said jest enough to make me determined to repair these socks," says I. "But you needn't do it. I used to do my own mendin' before I ever knowed anything about the bliss of married existence, and I callate I kin still do a job of it now!"

"You mend?" laughed Matildy; "you mend! Good Lord, I'd admire to see you mend anything so's it could be used! I'll never forget to my dyin' day what your clothes looked



CAPT'n Josh is a typical Yankee sea-dog of the old school, the sort of man, advanced in years but still active, who may be found in any seaport town of New England and particularly along the Massachusetts coast.

Going to sea as a boy, he has sailed the seven oceans in every type of civilized sailing craft, but principally square-riggers. In the merchant service and in whale-ships, he has visited all the famous and many infamous ports and harbors of the globe and on becoming a master mariner early in life, he was accompanied on his voyaging by his well-meaning but masterful better half, Matildy.

After many years of sailing together and the amassing of sufficient means to keep them in comfort, this couple have retired from the sea and settled in a coastal town to enjoy life after their own ideas. The captain, unhappy unless walking a deck, tends his lobster pots and trawls in a catboat, while his wife is one of the deck officers in the church and Ladies Aid, also a master hand at housekeeping and for thrifful practice of all kinds.

Having accompanied her husband to sea for so many years, she has learned to use many seafaring terms and phrases and can converse with the capt'n in his own language, especially when she is excited. On the other hand, her youth being spent ashore, the ways and manners of all shore folk are as an open book to her. But the captain possesses no such knowledge of the land and his requirement of this knowledge is a painful process which prompts the writing of these communications.

The two men are not friends or even acquaintances, but the skipper must unburden his soul to someone who will not betray his confidence and thus gives the details and inside information regarding many incidents which tend to make shore life a burdensome existence for him.

like the first time I ever opened your sea chest! Good Lord! Good Lord!" and she laughed and laughed.

"You shall see me mend and you shall see me wear these here socks after they air mended," says I dignified-like, and I stowed 'em alongside of my tobacco-jar.

That evenin' I went to my chest and got out the shell that I always used in the old days fer a darn-in ball, also a number two sail needle and my paam. Then I got some yarn and commenced.

Matildy sot by and commented free and sarkastick all the time. "I should think that a seine needle would be handier," says she, "that sock is more like a piece of net than it is like cloth."

"And then again," she says, "be sure and make good-sized bunches around the toes, they're bound to feel good when you put 'em on." But I never made no answer, jest kept on a mendin' in dignified silence.

I used up two evenin's on them socks. I callate I was out of practice and they was really worse than I had figgered. Anyway I was devilish sick of my job, but I wouldn't give up fer I knew I'd never hear the last on it.

But wuss was to come. When I put 'em on and tried to walk in 'em they darned nigh killed me! There was bunches everywhere and my feet air crippled up for the first time in my life.

I have had to wear 'em back and to from the shore and whilst I'm around home for most a week, but you kin bet that I shift 'em at the bait-house, Lord but they air painful!

Folks has made remarks about my lameness, Matildy included, and I've told 'em that my rheumatism is botherin' but it haint. I suspicion that Matildy has ketched on some, fer tother night she showed me a pair of socks and said she figgered on heavin' 'em away unless I wanted to mend 'em, but I told her I didn't have no time now.

And so I don't know but what I've made a darned fool of myself fer nothin'. I don't know but what I'm sufferin' jest for a crazy notion that haint got no value at all. But jest on the chance that Matildy haint ketched on to the true state of affairs, I've got to keep on wearin' them socks, every other week until they are used up. And I'm goin' to if it cripples me fer life, unless of course, I kin find some good excuse for destroyin' 'em.

Maybe moths will eat 'em er mice; you spose they would?
CAPT. JOSIE.

Gloucester Gleanings

(Continued from Page 16)

starboard and continued on, striking the *Wilkinson* on her stern and ranged ahead on the starboard side out of sight in the fog.

The *Wilkinson* although damaged was able to reach Gloucester in safety. The libellants contend that the collision and damage to their vessel was caused wholly by the fault of the steamer and those in charge of her.

Thirteen minutes after a telephone message had been received at the local coast guard base stating that a fishing boat was burning off shore, a plane piloted by Lieut. Melka, was resting on the water a short distance away from her, ready to pick up her crew of two men, should they be forced to jump overboard.

The burning boat was the gill netter *Margaret*, owned by Capt. Sam Barberie of this city, who was aboard at the time of the accident. The boat was bound in to market and when she was about five miles off shore she suddenly burst into flames. The crew fought the flames with fire extinguishers and water but were unable to save the boat. Summer residents at Bass Rocks noticed the fire and notified the Coast Guard Base, and the aeroplane was dispatched to the scene as was Patrol Boat 157. The heat was so intense that the patrol boat was unable to get near her until the flames died down. A tow line was then made fast to the boat and she was started for home. After being towed about a mile she suddenly filled with water and sank.

The crew of the *Margaret* were picked up in their dory, uninjured by members of the crew of the patrol boat.

The three masted British schooner *T. K. Bentley*, was in collision with the U. S. Coast Guard Cutter *Mojave* on October 7th, off Eastern Point, causing serious damage to the three master. Members of the crew of the *Bentley* stated that the cutter hit the schooner almost head on, tore away the

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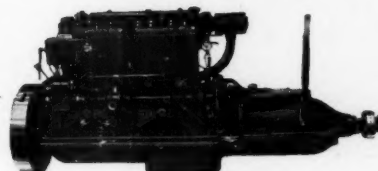
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rails, smashing two of the timbers and the waterways, loosened the backstay, and pulled away the foretopmast.

Following the collision, Commander Gabbet, of the *Mojave*, boarded the schooner and said that he was bound into Gloucester at the time. The *Mojave* was only slightly damaged and it was estimated that it would cost about \$3,000.00 to repair the damage to the schooner.

Erection of big fish pier advocated to care for overflow. Skippers and fish interests may ask state aid for local project.

The first steps toward crystalizing a movement which has been on foot for several months looking toward the erection of a fish pier in this city, will be taken at a meeting of the Board of Governors of the Maritime Association, plans will be discussed relative to securing co-operation from the state.

For some time there has been a feeling that the time was ripe when the overflow from the Boston fish pier should be handled in this city. A number of the local skippers are greatly interested in the erection of a second mart where craft can unload their catches.

There have been many times in the past, the fishermen claim, when it has been impossible because of crowded conditions, to warp their vessels at the fish pier, and after remaining there a day, were forced to bring their fish here to split. With a pier in this city, much time could be saved, and with increased motor truck transportation, the skippers feel that their trips could be moved just as quickly as in Boston. The project has been in the making for several months, and now that the seining fleet has hauled out for the winter and the skippers are ashore, many feel that the time is ripe for action so arguments in favor of the project will be discussed, and a definite program of procedure laid out. While no definite location has yet been discussed, several places are available should the project become a reality. One piece of property in question, would embrace that utilized at present by the Fort Company, and take in the former Cunningham and Thompson wharf, Charles Nelson property, and as far as the General Seafoods Corporation. Another piece of property mentioned embraces the former Jerome McDonald wharf, Atlantic Supply Wharf and Davis Brothers Fisheries, while a third group mentioned would take in the former Walen wharf, John Chisholm Fisheries wharf, and uplands of the former Boston and Gloucester Steamboat wharf. The fourth piece of property, is the Charles F. Wonsor property, with the buildings and wharves up the cove to the southward.

The chief object at present, however, will be to induce the state officials to see the worth of establishing a pier in this city, with the location a secondary matter.

The steam trawler *Mist*, Capt. Harry Dunphy, on a recent trip picked up two large anchors, weighing about 2400 pounds each. These anchors were hauled up from bottom by the steamer's otter trawl while fishing on Georges.

The Boston Schooner *Ethel B. Penny*, Capt. William Forbes went ashore at Wood's Harbor, Nova Scotia, on Egg Island. At the time of the accident the vessel was trying to make Wood's Harbor in a thick fog. Several motor boats tried to release the vessel from the rocks, but were not successful, so the Yarmouth tug *Mary H. Cann*, was chartered to try and get her off. After working on the stranded vessel the tug finally succeeded in getting her off. After being towed in to Yarmouth the vessel was hauled out on the Yarmouth Marine Railway to ascertain the extent of damage done. The *Penny* is owned by the Arnold & Winsor Company of Boston.

The steam trawler *Yale*, built in France for war service, has been completely overhauled by the Bethlehem Shipbuilding Corporation, under the direction of Francis Minot, naval architect, as an addition to the fleet of Whitman, Ward & Lee Company, of Boston. She is about to make her maiden trip under command of Capt. George Steele, who commanded MacMillan's ship *Peary*, on one of the explorer's expeditions. Capt. Steele, during 35 years at sea has commanded among other vessels the Steamer *Lake Ennis* of the Shipping Board and the *Oseola* of the Mallory Line as well as several beam trawlers. The *Yale* is 150 feet long and is built of double riveted steel with steel bulkheads and will carry a crew of 24 men.

Fishing Notes from Maine

(Continued from Page 31)

The Stockton Canning Company has a smoke house filled with strings of large herring in process. This is the first time the company has entered the red herring market and the plant presents an interesting sight.

The scallop smack *Madeleine*, is at Vinalhaven loading salt fish for Gloucester.

The L. Ray Packing Company at Milbridge has opened its factory and has commenced putting up clams.

Seacoast Canning Company factory No. 2 at Eastport closed this week.

A new steel beam trawler, *Boston College*, built by the Bath Iron Works Corp., was launched at Bath the 17th. She will have a week's trial test off the mouth of the Kennebec before being delivered to Boston parties. Wm. F. Flynn, president of the senior class of Boston College, christened the boat with a bottle of gingerale. This is the first time in the history of the yard that a boat has been christened by a man. The *Boston College* has a beam of 23 feet and depth of 13 feet, six inches. She has a six cylinder Fairbanks-Morse Diesel engine of 400 hp. The boat has a cargo capacity of 140 tons of fish and ice.

A giant lobster, weighing twenty pounds, and alive and kicking, is on exhibition in the window of the Atlantic Sea Grill at Bangor.

The Rockland Fish Company, Gamage and Merchant, is developing an extensive business on the wharf of the Rockland Coal Company, handling fresh and salt fish.

The anticipated shipping of a thousand barrels of pickled herring to Milwaukee by B. A. Griffin has been thwarted by a strike of the men employed. The scheme of packing was somewhat new to Rockland as it was planned to put them up first in salt and vinegar and upon their arrival in the west to repack them with spice and onions added.

The clam factory at Friendship harbor began work this week with a good crew. Granville Brow was in charge.

George Gilbert of the Willard-Daggett smack is at New Harbor.

Frank Filmore of New Harbor has sold his power boat to Rupert Ripley.

H. F. McFarland, Riley McFarland and Edward Gifford brought in 940 pounds of mackerel recently at New Harbor. Schooner *Blackhawk* owned by Capt. Elden Morton, and run by him went ashore while taking herring near Bailey's Island and has become a total loss.

The boatyard of Allen Cole at North Brookline is fast filling with boats hauled out for winter.

Capt. William Sheppard, Charles Bryant and Oscar Barter have returned to South Deer Isle after a season's yachting and will go to lobstering.

Pearl Trask who has been visiting relatives at Swan's Island has returned to Tenant's Harbor.

Wonderland, Stanley's lobster pound at Mansett has closed for the season the closing being hastened by the building of a state highway at Seawall across the Seawall beach.

Edwin Lopaus has moved his family back from Opechee to Southwest Harbor. Mr. Lopaus will not return for keeps till the sardine season at Opechee has closed.

Capt. Ed Jackson of Tenant's Harbor has finished a very busy season as skipper of the fine boat, *Mack*, after having served efficiently as marine use for R. J. McKenzie and his guests, and has engaged in much deep sea fishing at which he has had eminent success. Guests to our shores have learned that veteran Atlantic Fishermen are thoroughly reliable.

Capt. Charles Weed, Curtis Weed and several others at Little Deer Isle have scored as expert deep sea handliners and have a plentiful supply of fish for winter.

Nick Anastasio of Rockland made a bid to be included in the honorable fraternity of Atlantic Fishermen, by gloriously capturing a nineteen pound codfish off Greene's Island.

Calamity assailed George Richardson of Stonington. He has had Johnson and Son, of Minturn, build him a fine motorboat, and he had received word to come and inspect it and to take possession of it, but on the day of his coming a fire started on Potato Island near the boatshop which destroyed both shop and the new motorboat before adequate help could arrive on the Island.

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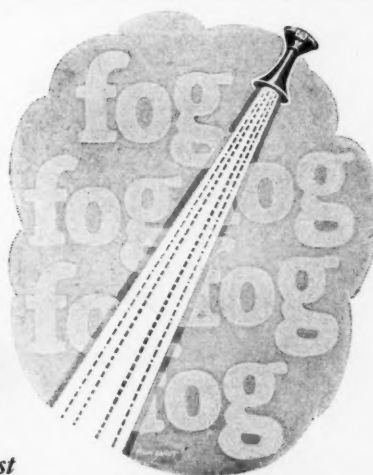
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Fig. 70

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Minturn fishermen have had a long spell of very rough weather when it has been next to impossible to haul traps or to fish.

Scallop fishermen have been getting four dollars a gallon, an increase of fifty cents over last year's price. The scallop fleet at opening of season numbered one hundred and fifty boats. There are fewer scallops in the bay than has been the case for many years, and a shortage is anticipated and the price is expected to be higher.

Andrew R. Holmes had been on a trip to Boston and returning as far as Rockland found Adriel Bird of Rockland on hand to take him to Matineus to his fishstand there. Thus the aeroplane has invaded the fisheries and has been found very practical. The trip by boat to the island usually takes a little better than two hours, but only fourteen minutes were required to land Mr. Holmes at his island fishstand.

Harry Perkins has returned from Waldoboro to resume fisheries at Monhegan.

William Robinson, lobster fisherman at Isle au Haut got a real count in his traps last week. It measured thirty-one inches from end of claw to tip of its tail, and weighed ten pounds.

Manager H. L. Marston of the Chandler's River Cooperative Canning Company, has finished the season's work. He reports half the pack of last season.

The *Mary-Allen* of Friendship, Capt. Floyd Wotten left for New York last week where her owner intends to sell her.

D. G. Young, of Cushing, has bought a motorboat from Rockland parties and intends to go fishing and lobstering.

Stanley Gray, at Cape Rosier, has built a scow for use in the fisheries business.

John Anderson of Criehaven, has moved his family to Rockland where his children may attend school. He will continue lobstering till after Christmas, and will then put in the rest of the term on the main.

Allen Cole of North Brookline is busy hauling his fleet boats out for winter quarters.

The *Virginia E.*, under Capt. Cleveland Burns came from New Bedford to Friendship.

In September the William Underwood Company of Boston, purchased a site at Rockland where it intends to have a complete modern sardine factory, perhaps the largest on the coast. Eugene Kelley who has been Superintendent of the factory at McKinley has been transferred to have charge of the new plant and will be superintendent at Rockland. Mr. Kelley is an expert fish packer, and has had many years of valuable experience, even before he came to work for the Underwood; and he has been there at McKinley for 27 years. He has also managed factories at Eastport and Robbinston. Vernon H. Latty succeeds Mr. Kelley as Superintendent at McKinley, and Edmund B. Reed will be his assistant. The great many friends of Kelley on Mt. Desert Island will miss his presence there.

A three hundred pound shark was captured in Penobscot Bay a day or two ago and has been put on exhibition at Peoples' market in Bangor. Also some of the meat which is very tasty to some folks will be put on sale. But one look at the specimen would deter a great many from wanting a bit.

James E. Wickerason of Port au Basques, Newfoundland has been visiting his daughters in Eastport.

Although many of the canneries have closed, there are yet a few large factories being operated, including No. 2 and No. 3 of the Seacoast Company, the L. D. Clark and Son factory, E. A. Holmes Packing Company, and the M. E. Holmes Company are yet receiving ample supplies of proper size herring as long as they are available, which is not always the case at this time of year. It is very likely that within a few weeks all the sardine canneries will be closed for over winter.

Smoked herring and boneless herring plants will now have their day. It is reported that supplies for these plants are on hand in abundance. Herring are yet selling for five dollars a hoghead, which is generally considered a low price at this time.

A little later Eastport will be shipping whole herring in barrels and boxes to Boston and New York.

Jay Potter, Manager for J. W. Beardsley & Sons Fishery Plant, had to have an operation to remove a fly from his ear.

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